

Appendix B – MOE STAMSON Noise Model
Output File for Surface Alternatives (1A, 1B,
2A, 2B, 3, Parkway)

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APPENDIX B – MOE STAMSON NOISE MODEL OUTPUT FILE FOR SURFACE ALTERNATIVES (BASELINE, 1A, 1B, 2A, 2B, 3)

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**APPENDIX B.1.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
BASELINE 2006**

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Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 15285/2776 veh/TimePeriod *
Medium truck volume : 660/120 veh/TimePeriod *
Heavy truck volume : 4487/815 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24143
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 21.96
Day (16 hrs) % of Total Volume : 84.63

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

Car traffic volume : 16370/3708 veh/TimePeriod *
Medium truck volume : 495/112 veh/TimePeriod *
Heavy truck volume : 3260/739 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.46
Heavy Truck % of Total Volume : 16.20
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```

-----
Car traffic volume : 4276/518 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 4794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.20
  
```

Data for Segment # 3: Lebelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.16 ! 1.50 ! -0.46 ! 1.54
  
```

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 76.16 0.00 -9.00 -1.16 0.00 0.00 -13.59 52.40
-----
  
```

Segment Leq : 52.40 dBA

Results segment # 2: HC_NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.01	1.50	-0.46	1.54

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	74.90	0.00	-7.44	-1.17	0.00	0.00	-13.67	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 30.88 + 0.00) = 30.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.37	0.00	-10.43	-1.26	0.00	0.00	-13.81	30.88

Segment Leq : 30.88 dBA

Total Leq All Segments: 55.54 dBA

Results segment # 1: HC_SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	4.50	2.46	4.46

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	71.76	0.00	-8.14	-0.99	0.00	0.00	-4.99	57.64*
-90	90	0.55	71.76	0.00	-8.99	-1.27	0.00	0.00	0.00	61.50

* Bright Zone !

Segment Leq : 61.50 dBA

Results segment # 2: HC_NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.01	4.50	2.39	4.39

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	71.46	0.00	-6.72	-1.00	0.00	0.00	-5.01	58.73

Segment Leq : 58.73 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.21	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.18

Segment Leq : 33.18 dBA

Total Leq All Segments: 63.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.54
(NIGHT): 63.35

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 15285/2776 veh/TimePeriod *
Medium truck volume : 660/120 veh/TimePeriod *
Heavy truck volume : 4487/815 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24143
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 21.96
Day (16 hrs) % of Total Volume : 84.63

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

```

-----
Car traffic volume : 16370/3708 veh/TimePeriod *
Medium truck volume : 495/112 veh/TimePeriod *
Heavy truck volume : 3260/739 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 24684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.46
Heavy Truck % of Total Volume : 16.20
Day (16 hrs) % of Total Volume : 81.53
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.16 ! 1.50 ! -0.45 ! 1.55
  
```

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 76.16 0.00 -9.71 -1.16 0.00 0.00 -12.99 52.29
-----
  
```

Segment Leq : 52.29 dBA

Results segment # 2: HC_NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.01	1.50	-0.45	1.55

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	74.90	0.00	-7.97	-1.17	0.00	0.00	-13.08	52.68

Segment Leq : 52.68 dBA

Total Leq All Segments: 55.50 dBA

Results segment # 1: HC_SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	4.50	2.43	4.43

ROAD (0.00 + 56.92 + 0.00) = 56.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	71.76	0.00	-8.85	-0.99	0.00	0.00	-5.00	56.92

Segment Leq : 56.92 dBA

Results segment # 2: HC_NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.01 ! 4.50 ! 2.40 ! 4.40

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	71.46	0.00	-7.12	-1.00	0.00	0.00	-5.01	58.34

Segment Leq : 58.34 dBA

Total Leq All Segments: 60.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.50
(NIGHT): 60.70

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 14893/2973 veh/TimePeriod *
Medium truck volume : 674/134 veh/TimePeriod *
Heavy truck volume : 4723/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24340
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 23.28
Day (16 hrs) % of Total Volume : 83.36

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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

Car traffic volume : 14976/3314 veh/TimePeriod *
Medium truck volume : 455/101 veh/TimePeriod *
Heavy truck volume : 3199/708 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22752
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.44
Heavy Truck % of Total Volume : 17.17
Day (16 hrs) % of Total Volume : 81.88

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.20	1.50	1.59	1.59

ROAD (0.00 + 70.05 + 0.00) = 70.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.35	0.00	-6.30	0.00	0.00	0.00	-4.99	65.06*
-90	90	0.00	76.35	0.00	-6.30	0.00	0.00	0.00	0.00	70.05

* Bright Zone !

Segment Leq : 70.05 dBA

Results segment # 2: HC_NB (day)

Source height = 2.04 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.04	1.50	1.58	1.58

ROAD (0.00 + 69.47 + 0.00) = 69.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.78	0.00	-5.31	0.00	0.00	0.00	-4.99	64.48*
-90	90	0.00	74.78	0.00	-5.31	0.00	0.00	0.00	0.00	69.47

* Bright Zone !

Segment Leq : 69.47 dBA

Total Leq All Segments: 72.78 dBA

Results segment # 1: HC_SB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.20	4.50	4.05	4.05

ROAD (0.00 + 65.87 + 0.00) = 65.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.37	0.00	-6.50	0.00	0.00	0.00	-0.28	65.59*
-90	90	0.00	72.37	0.00	-6.50	0.00	0.00	0.00	0.00	65.87

* Bright Zone !

Segment Leq : 65.87 dBA

Results segment # 2: HC_NB (night)

Source height = 2.04 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.04	4.50	4.00	4.00

ROAD (0.00 + 65.68 + 0.00) = 65.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.24	0.00	-5.56	0.00	0.00	0.00	-0.24	65.44*
-90	90	0.00	71.24	0.00	-5.56	0.00	0.00	0.00	0.00	65.68

* Bright Zone !

Segment Leq : 65.68 dBA

Total Leq All Segments: 68.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.78
(NIGHT): 68.79

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 15149/2946 veh/TimePeriod *
Medium truck volume : 702/136 veh/TimePeriod *
Heavy truck volume : 4910/955 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24797
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 23.65
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 14922/3300 veh/TimePeriod *
Medium truck volume : 467/103 veh/TimePeriod *
Heavy truck volume : 3285/726 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22803
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.50
Heavy Truck % of Total Volume : 17.59
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 14237/1168 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 15405
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.42
    
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 62.58 + 0.00) = 62.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.52	0.00	-12.51	-1.42	0.00	0.00	0.00	62.58

Segment Leq : 62.58 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 62.36 + 0.00) = 62.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.89	0.00	-11.10	-1.43	0.00	0.00	0.00	62.36

Segment Leq : 62.36 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.59	0.00	-2.39	0.00	0.00	0.00	0.00	59.21

Segment Leq : 59.21 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 59.98 + 0.00) = 59.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.42	0.00	-11.18	-1.26	0.00	0.00	0.00	59.98

Segment Leq : 59.98 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.34	0.00	-9.68	-1.27	0.00	0.00	0.00	60.38

Segment Leq : 60.38 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.75	0.00	-2.86	0.00	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Total Leq All Segments: 63.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 63.44

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 13607/2605 veh/TimePeriod *
Medium truck volume : 486/93 veh/TimePeriod *
Heavy truck volume : 3405/652 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20849
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 19.46
Day (16 hrs) % of Total Volume : 83.93

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 14433/2809 veh/TimePeriod *
Medium truck volume : 356/69 veh/TimePeriod *
Heavy truck volume : 2500/486 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.06
Heavy Truck % of Total Volume : 14.46
Day (16 hrs) % of Total Volume : 83.71

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 14237/1168 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 15405
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.42

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.10 m

ROAD (0.00 + 71.71 + 0.00) = 71.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.00	0.00	-3.29	0.00	0.00	0.00	0.00	71.71

Segment Leq : 71.71 dBA

Results segment # 2: HC-NB (day)

Source height = 1.95 m

ROAD (0.00 + 73.52 + 0.00) = 73.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-0.28	0.00	0.00	0.00	0.00	73.52

Segment Leq : 73.52 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.59	0.00	-3.80	0.00	0.00	0.00	0.00	57.79

Segment Leq : 57.79 dBA

Total Leq All Segments: 75.79 dBA

Results segment # 1: HC-SB (night)

Source height = 2.10 m

ROAD (0.00 + 67.15 + 0.00) = 67.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.83	0.00	-3.68	0.00	0.00	0.00	0.00	67.15

Segment Leq : 67.15 dBA

Results segment # 2: HC-NB (night)

Source height = 1.95 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-1.03	0.00	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 51.89 + 0.00) = 51.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.75	0.00	-1.86	0.00	0.00	0.00	0.00	51.89

Segment Leq : 51.89 dBA

Total Leq All Segments: 71.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.79
(NIGHT): 71.04

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9823/2187 veh/TimePeriod *
Medium truck volume : 429/96 veh/TimePeriod *
Heavy truck volume : 3156/703 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16394
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 23.54
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 9602/1938 veh/TimePeriod *
Medium truck volume : 274/55 veh/TimePeriod *
Heavy truck volume : 2073/418 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 14360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.29
Heavy Truck % of Total Volume : 17.35
Day (16 hrs) % of Total Volume : 83.21

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 69.20 + 0.00) = 69.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.58	0.00	-7.38	0.00	0.00	0.00	0.00	69.20

Segment Leq : 69.20 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.04 m

ROAD (0.00 + 68.62 + 0.00) = 68.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-6.30	0.00	0.00	0.00	0.00	68.62

Segment Leq : 68.62 dBA

Total Leq All Segments: 71.93 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 65.53 + 0.00) = 65.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.07	0.00	-7.53	0.00	0.00	0.00	0.00	65.53

Segment Leq : 65.53 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.04 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.97	0.00	-6.50	0.00	0.00	0.00	0.00	64.47

Segment Leq : 64.47 dBA

Total Leq All Segments: 68.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.93
(NIGHT): 68.04

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9436/1811 veh/TimePeriod *
Medium truck volume : 415/80 veh/TimePeriod *
Heavy truck volume : 3046/585 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.22
Heavy Truck % of Total Volume : 23.62
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12479/2738 veh/TimePeriod *
Medium truck volume : 365/80 veh/TimePeriod *
Heavy truck volume : 2774/608 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19045
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.34
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 82.01

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```
-----
Car traffic volume : 7778/633 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 8411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.48
```

Data for Segment # 3: Cousineau (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.42	0.00	-17.69	-1.42	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.05 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.17	0.00	-17.20	-1.43	0.00	0.00	0.00	57.54

Segment Leq : 57.54 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.97	0.00	-17.33	-1.46	0.00	0.00	0.00	40.18

Segment Leq : 40.18 dBA

Total Leq All Segments: 60.48 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.27	0.00	-16.83	-1.26	0.00	0.00	0.00	54.18

Segment Leq : 54.18 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.05 m

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.59	0.00	-16.38	-1.27	0.00	0.00	0.00	54.93

Segment Leq : 54.93 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.09	0.00	-16.53	-1.35	0.00	0.00	0.00	33.20

Segment Leq : 33.20 dBA

Total Leq All Segments: 57.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.48
(NIGHT): 57.60

STAMSON 5.0 NORMAL REPORT Date: 19-02-2007 16:21:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8519/1803 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2556/541 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13876
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 22.32
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11714/2333 veh/TimePeriod *
Medium truck volume : 331/66 veh/TimePeriod *
Heavy truck volume : 2339/466 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17248
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.30
Heavy Truck % of Total Volume : 16.26
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```
-----
Car traffic volume : 7778/633 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 8411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.48
```

Data for Segment # 3: Cousineau (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.70	0.00	-9.31	0.00	0.00	0.00	0.00	66.39

Segment Leq : 66.39 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.50	0.00	-8.77	0.00	0.00	0.00	0.00	66.73

Segment Leq : 66.73 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.97 + 0.00) = 58.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.97	0.00	0.00	0.00	0.00	0.00	0.00	58.97

Segment Leq : 58.97 dBA

Total Leq All Segments: 69.94 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 63.20 + 0.00) = 63.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.97	0.00	-8.77	0.00	0.00	0.00	0.00	63.20

Segment Leq : 63.20 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 63.35 + 0.00) = 63.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.50	0.00	-8.15	0.00	0.00	0.00	0.00	63.35

Segment Leq : 63.35 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.09	0.00	-0.79	0.00	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Total Leq All Segments: 66.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.94
(NIGHT): 66.39

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8408/1775 veh/TimePeriod *
Medium truck volume : 372/78 veh/TimePeriod *
Heavy truck volume : 2523/533 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 22.32
Day (16 hrs) % of Total Volume : 82.57

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11687/2330 veh/TimePeriod *
Medium truck volume : 330/66 veh/TimePeriod *
Heavy truck volume : 2335/465 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 17213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.30
Heavy Truck % of Total Volume : 16.27
Day (16 hrs) % of Total Volume : 83.38

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.65	0.00	-22.49	-1.42	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.49	0.00	-22.25	-1.43	0.00	0.00	0.00	51.81

Segment Leq : 51.81 dBA

Total Leq All Segments: 54.78 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.90	0.00	-20.91	-1.27	0.00	0.00	0.00	49.73

Segment Leq : 49.73 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 49.57 + 0.00) = 49.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.49	0.00	-20.64	-1.28	0.00	0.00	0.00	49.57

Segment Leq : 49.57 dBA

Total Leq All Segments: 52.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.78
(NIGHT): 52.66

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8416/1743 veh/TimePeriod *
Medium truck volume : 364/75 veh/TimePeriod *
Heavy truck volume : 2355/488 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 21.15
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11730/2326 veh/TimePeriod *
Medium truck volume : 323/64 veh/TimePeriod *
Heavy truck volume : 2236/443 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17123
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.26
Heavy Truck % of Total Volume : 15.65
Day (16 hrs) % of Total Volume : 83.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 13276/1021 veh/TimePeriod *
Medium truck volume : 156/12 veh/TimePeriod *
Heavy truck volume : 100/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 14572
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 92.86
    
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.14 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 1.50 ! -0.79 ! 1.71
    
```

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 75.38 0.00 -6.99 0.00 0.00 0.00 -10.07 58.32
-----
    
```

Segment Leq : 58.32 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.99 !	1.50 !	-0.80 !	1.70

ROAD (0.00 + 58.91 + 0.00) = 58.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.33	0.00	-5.95	0.00	0.00	0.00	-10.47	58.91

Segment Leq : 58.91 dBA

Results segment # 3: Howard (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	-1.08 !	1.42

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.36	0.00	-10.62	0.00	0.00	0.00	-9.89	44.85

Segment Leq : 44.85 dBA

Total Leq All Segments: 61.73 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	1.18	3.68

ROAD (0.00 + 58.14 + 0.00) = 58.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.56	0.00	-7.16	0.00	0.00	0.00	-6.26	58.14

Segment Leq : 58.14 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.99 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.99	4.50	0.91	3.41

ROAD (0.00 + 58.18 + 0.00) = 58.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.31	0.00	-6.16	0.00	0.00	0.00	-6.97	58.18

Segment Leq : 58.18 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	1.65 !	4.15

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.27	0.00	-10.41	0.00	0.00	0.00	-5.65	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 61.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.73
(NIGHT): 61.21

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9657/2057 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2245/478 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14894
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 18.28
Day (16 hrs) % of Total Volume : 82.44

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12411/2350 veh/TimePeriod *
Medium truck volume : 351/66 veh/TimePeriod *
Heavy truck volume : 2107/399 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.36
Heavy Truck % of Total Volume : 14.17
Day (16 hrs) % of Total Volume : 84.08

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 13276/1021 veh/TimePeriod *
Medium truck volume : 156/12 veh/TimePeriod *
Heavy truck volume : 100/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 14572
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 92.86
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.07 ! 1.50 ! 1.62 ! 1.62
  
```

ROAD (0.00 + 61.63 + 0.00) = 61.63 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 75.27 0.00 -6.23 0.00 0.00 0.00 -7.41 61.63
-----
  
```

Segment Leq : 61.63 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.94 !	1.50 !	1.63 !	1.63

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-4.77	0.00	0.00	0.00	-7.59	62.81

Segment Leq : 62.81 dBA

Results segment # 3: Howard (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 48.35 + 0.00) = 48.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.36	0.00	-9.41	0.00	0.00	0.00	-7.60	48.35

Segment Leq : 48.35 dBA

Total Leq All Segments: 65.36 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.07	!	4.50	!	3.91	!	3.91

ROAD (0.00 + 65.13 + 0.00) = 65.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.57	0.00	-6.43	0.00	0.00	0.00	-3.81	61.32*
-90	90	0.00	71.57	0.00	-6.43	0.00	0.00	0.00	0.00	65.13

* Bright Zone !

Segment Leq : 65.13 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.94	!	4.50	!	3.77	!	3.77

ROAD (0.00 + 65.81 + 0.00) = 65.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.95	0.00	-5.14	0.00	0.00	0.00	-4.02	61.79*
-90	90	0.00	70.95	0.00	-5.14	0.00	0.00	0.00	0.00	65.81

* Bright Zone !

Segment Leq : 65.81 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 4.50 ! 4.15 ! 4.15

ROAD (0.00 + 47.76 + 0.00) = 47.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.27	0.00	-9.51	0.00	0.00	0.00	-2.72	45.04*
-90	90	0.00	57.27	0.00	-9.51	0.00	0.00	0.00	0.00	47.76

* Bright Zone !

Segment Leq : 47.76 dBA

Total Leq All Segments: 68.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.36
(NIGHT): 68.53

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9657/2057 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2245/478 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14894
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 18.28
Day (16 hrs) % of Total Volume : 82.44

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```
-----
Car traffic volume : 12411/2350 veh/TimePeriod *
Medium truck volume : 351/66 veh/TimePeriod *
Heavy truck volume : 2107/399 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 17684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.36
Heavy Truck % of Total Volume : 14.17
Day (16 hrs) % of Total Volume : 84.08
```

Data for Segment # 2: Talbot-WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.07 ! 1.50 ! 1.58 ! 1.58
```

ROAD (0.00 + 60.91 + 0.00) = 60.91 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 75.27 0.00 -6.30 0.00 0.00 0.00 -8.06 60.91
-----
```

Segment Leq : 60.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.94 !	1.50 !	1.64 !	1.64

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	75.17	0.00	-4.19	-1.11	0.00	0.00	-8.37	61.50

Segment Leq : 61.50 dBA

Total Leq All Segments: 64.23 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.07 !	4.50 !	4.06 !	4.06

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.57	0.00	-6.50	0.00	0.00	0.00	-2.70	62.36*
-90	90	0.00	71.57	0.00	-6.50	0.00	0.00	0.00	0.00	65.07

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
1.94	!	4.50	!	3.46	!	3.46

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	70.95	0.00	-4.52	-0.93	0.00	0.00	-4.62	60.89*
-90	90	0.56	70.95	0.00	-5.12	-1.28	0.00	0.00	0.00	64.55

* Bright Zone !

Segment Leq : 64.55 dBA

Total Leq All Segments: 67.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.23
(NIGHT): 67.83

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3299/1181 veh/TimePeriod *
Medium truck volume : 261/93 veh/TimePeriod *
Heavy truck volume : 1855/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7353
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.82
Heavy Truck % of Total Volume : 34.26
Day (16 hrs) % of Total Volume : 73.64

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 2876/1227 veh/TimePeriod *
Medium truck volume : 138/59 veh/TimePeriod *
Heavy truck volume : 1523/649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 6472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 33.56
Day (16 hrs) % of Total Volume : 70.10
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 57.35 + 0.00) = 57.35 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 75.65 0.00 -10.22 -1.08 0.00 0.00 -7.01 57.35
-----
  
```

Segment Leq : 57.35 dBA

Results segment # 2: Hwy 401_SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	74.73	0.00	-8.73	-1.08	0.00	0.00	-7.01	57.91

Segment Leq : 57.91 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: Hwy 401_NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.15	4.15

ROAD (0.00 + 61.81 + 0.00) = 61.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	74.20	0.00	-9.81	-0.90	0.00	0.00	-2.46	61.03*
-90	90	0.54	74.20	0.00	-11.13	-1.25	0.00	0.00	0.00	61.81

* Bright Zone !

Segment Leq : 61.81 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 63.16 + 0.00) = 63.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	74.04	0.00	-8.48	-0.90	0.00	0.00	-3.92	60.74*
-90	90	0.54	74.04	0.00	-9.62	-1.25	0.00	0.00	0.00	63.16

* Bright Zone !

Segment Leq : 63.16 dBA

Total Leq All Segments: 65.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 65.55

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 17531/1654 veh/TimePeriod *
Medium truck volume : 316/30 veh/TimePeriod *
Heavy truck volume : 336/32 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 1.85
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 18734/1330 veh/TimePeriod *
Medium truck volume : 268/19 veh/TimePeriod *
Heavy truck volume : 171/12 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20535
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 8374/760 veh/TimePeriod *
Medium truck volume : 309/28 veh/TimePeriod *
Heavy truck volume : 473/43 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 5.17
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 4069/339 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 4408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.18	0.00	-23.28	-1.46	0.00	0.00	0.00	48.44

Segment Leq : 48.44 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.65	0.00	-23.63	-1.46	0.00	0.00	0.00	47.56

Segment Leq : 47.56 dBA

Results segment # 3: Malden (day)

Source height = 1.51 m

ROAD (0.00 + 62.25 + 0.00) = 62.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.81	0.00	-5.56	0.00	0.00	0.00	0.00	62.25

Segment Leq : 62.25 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.00 + 0.00) = 53.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.16	0.00	-3.15	0.00	0.00	0.00	0.00	53.00

Segment Leq : 53.00 dBA

Total Leq All Segments: 63.02 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.95	0.00	-22.21	-1.32	0.00	0.00	0.00	42.42

Segment Leq : 42.42 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.16	0.00	-22.63	-1.33	0.00	0.00	0.00	40.20

Segment Leq : 40.20 dBA

Results segment # 3: Malden (night)

Source height = 1.51 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.41	0.00	-5.80	0.00	0.00	0.00	0.00	54.61

Segment Leq : 54.61 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 47.83 + 0.00) = 47.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	48.37	0.00	-0.54	0.00	0.00	0.00	0.00	47.83

Segment Leq : 47.83 dBA

Total Leq All Segments: 55.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.02
(NIGHT): 55.77

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 17531/1654 veh/TimePeriod *
Medium truck volume : 316/30 veh/TimePeriod *
Heavy truck volume : 336/32 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 1.85
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 18734/1330 veh/TimePeriod *
Medium truck volume : 268/19 veh/TimePeriod *
Heavy truck volume : 171/12 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20535
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 4069/339 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 4408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 19110/4396 veh/TimePeriod *
Medium truck volume : 486/112 veh/TimePeriod *
Heavy truck volume : 3217/740 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.13
Heavy Truck % of Total Volume : 14.10
Day (16 hrs) % of Total Volume : 81.30

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 16460/3105 veh/TimePeriod *
Medium truck volume : 623/117 veh/TimePeriod *
Heavy truck volume : 4236/799 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 25340
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 84.13

```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.18	0.00	-22.08	-1.46	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.65	0.00	-22.50	-1.46	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.16	0.00	-5.46	-1.46	0.00	0.00	0.00	49.24

Segment Leq : 49.24 dBA

Results segment # 4: HC NB (day)

Source height = 1.94 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	74.91	0.00	-25.02	-1.43	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 5: HC SB (day)

Source height = 2.11 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.94	0.00	-24.75	-1.43	0.00	0.00	0.00	49.76

Segment Leq : 49.76 dBA

Total Leq All Segments: 56.18 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.95	0.00	-20.82	-1.32	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.16	0.00	-21.12	-1.33	0.00	0.00	0.00	41.71

Segment Leq : 41.71 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	48.37	0.00	-2.34	-1.35	0.00	0.00	0.00	44.68

Segment Leq : 44.68 dBA

Results segment # 4: HC NB (night)

Source height = 1.94 m

ROAD (0.00 + 46.66 + 0.00) = 46.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	71.54	0.00	-23.60	-1.28	0.00	0.00	0.00	46.66

Segment Leq : 46.66 dBA

Results segment # 5: HC SB (night)

Source height = 2.11 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.71	0.00	-23.34	-1.27	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 52.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.18
(NIGHT): 52.20

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 17531/1654 veh/TimePeriod *
Medium truck volume : 316/30 veh/TimePeriod *
Heavy truck volume : 336/32 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 1.85
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 18734/1330 veh/TimePeriod *
Medium truck volume : 268/19 veh/TimePeriod *
Heavy truck volume : 171/12 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20535
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 16460/3105 veh/TimePeriod *
Medium truck volume : 623/117 veh/TimePeriod *
Heavy truck volume : 4236/799 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25340
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 84.13

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 19110/4396 veh/TimePeriod *
Medium truck volume : 486/112 veh/TimePeriod *
Heavy truck volume : 3217/740 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.13
Heavy Truck % of Total Volume : 14.10
Day (16 hrs) % of Total Volume : 81.30

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 4069/339 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 4408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.18	0.00	-24.11	-1.46	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.65	0.00	-24.44	-1.46	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 3: HC-SB (day)

Source height = 2.11 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.94	0.00	-21.50	-1.43	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Results segment # 4: HC-NB (day)

Source height = 1.94 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	74.91	0.00	-21.93	-1.43	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.16	0.00	-14.49	-1.46	0.00	0.00	0.00	40.21

Segment Leq : 40.21 dBA

Total Leq All Segments: 56.62 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	65.95	0.00	-22.99	-1.32	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.16	0.00	-23.40	-1.33	0.00	0.00	0.00	39.44

Segment Leq : 39.44 dBA

Results segment # 3: HC-SB (night)

Source height = 2.11 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.71	0.00	-20.25	-1.27	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Results segment # 4: HC-NB (night)

Source height = 1.94 m

ROAD (0.00 + 49.59 + 0.00) = 49.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	71.54	0.00	-20.67	-1.28	0.00	0.00	0.00	49.59

Segment Leq : 49.59 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 32.86 + 0.00) = 32.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	48.37	0.00	-14.15	-1.35	0.00	0.00	0.00	32.86

Segment Leq : 32.86 dBA

Total Leq All Segments: 53.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.62
(NIGHT): 53.43

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 15285/2776 veh/TimePeriod *
Medium truck volume : 660/120 veh/TimePeriod *
Heavy truck volume : 4487/815 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24143
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 21.96
Day (16 hrs) % of Total Volume : 84.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 16370/3708 veh/TimePeriod *
Medium truck volume : 495/112 veh/TimePeriod *
Heavy truck volume : 3260/739 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.46
Heavy Truck % of Total Volume : 16.20
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 14904/1307 veh/TimePeriod *
Medium truck volume : 210/18 veh/TimePeriod *
Heavy truck volume : 105/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 16553
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 91.94
    
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: HC-SB (day)

Source height = 2.16 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.16	0.00	-17.70	-1.42	0.00	0.00	0.00	57.03

Segment Leq : 57.03 dBA

Results segment # 2: HC-NB (day)

Source height = 2.01 m

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.90	0.00	-18.25	-1.43	0.00	0.00	0.00	55.22

Segment Leq : 55.22 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

ROAD (0.00 + 39.90 + 0.00) = 39.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.96	0.00	-22.60	-1.46	0.00	0.00	0.00	39.90

Segment Leq : 39.90 dBA

Total Leq All Segments: 59.28 dBA

Results segment # 1: HC-SB (night)

Source height = 2.16 m

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.76	0.00	-16.38	-1.27	0.00	0.00	0.00	54.11

Segment Leq : 54.11 dBA

Results segment # 2: HC-NB (night)

Source height = 2.01 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.46	0.00	-17.07	-1.28	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

ROAD (0.00 + 33.35 + 0.00) = 33.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-21.68	-1.33	0.00	0.00	0.00	33.35

Segment Leq : 33.35 dBA

Total Leq All Segments: 56.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.28
(NIGHT): 56.67

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 15285/2776 veh/TimePeriod *
Medium truck volume : 660/120 veh/TimePeriod *
Heavy truck volume : 4487/815 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24143
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 21.96
Day (16 hrs) % of Total Volume : 84.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 16370/3708 veh/TimePeriod *
Medium truck volume : 495/112 veh/TimePeriod *
Heavy truck volume : 3260/739 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.46
Heavy Truck % of Total Volume : 16.20
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 14904/1307 veh/TimePeriod *
Medium truck volume : 210/18 veh/TimePeriod *
Heavy truck volume : 105/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16553
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	1.53	1.53

ROAD (0.00 + 60.29 + 0.00) = 60.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-13.64	-1.26	0.00	0.00	-5.00	56.25*
-90	90	0.64	76.16	0.00	-14.45	-1.42	0.00	0.00	0.00	60.29

* Bright Zone !

Segment Leq : 60.29 dBA

Results segment # 2: HC-NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.01	1.50	1.52	1.52

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.90	0.00	-14.57	-1.27	0.00	0.00	-5.00	54.06*
-90	90	0.64	74.90	0.00	-15.43	-1.43	0.00	0.00	0.00	58.04

* Bright Zone !

Segment Leq : 58.04 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.38	1.38

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.96	0.00	-3.01	0.00	0.00	0.00	-5.07	55.89

Segment Leq : 55.89 dBA

Total Leq All Segments: 63.21 dBA

Results segment # 1: HC-SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	4.50	4.44	4.44

ROAD (0.00 + 57.02 + 0.00) = 57.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	71.76	0.00	-12.68	-1.10	0.00	0.00	-0.07	57.91*
-90	90	0.55	71.76	0.00	-13.47	-1.27	0.00	0.00	0.00	57.02

* Bright Zone !

Segment Leq : 57.02 dBA

Results segment # 2: HC-NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.01	4.50	4.44	4.44

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	71.46	0.00	-13.58	-1.11	0.00	0.00	-0.07	56.71*
-90	90	0.55	71.46	0.00	-14.42	-1.28	0.00	0.00	0.00	55.76

* Bright Zone !

Segment Leq : 55.76 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	5.70	5.70

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-0.79	0.00	0.00	0.00	99.00	154.57
-90	90	0.00	56.36	0.00	-0.79	0.00	0.00	0.00	0.00	55.57

* Bright Zone !

Segment Leq : 55.57 dBA

Total Leq All Segments: 60.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.21
(NIGHT): 60.94

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 14893/2973 veh/TimePeriod *
Medium truck volume : 674/134 veh/TimePeriod *
Heavy truck volume : 4723/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24340
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 23.28
Day (16 hrs) % of Total Volume : 83.36

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 14976/3314 veh/TimePeriod *
Medium truck volume : 455/101 veh/TimePeriod *
Heavy truck volume : 3199/708 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22752
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.44
Heavy Truck % of Total Volume : 17.17
Day (16 hrs) % of Total Volume : 81.88

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 14904/1307 veh/TimePeriod *
Medium truck volume : 210/18 veh/TimePeriod *
Heavy truck volume : 105/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16553
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 91.94
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.20 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.20 ! 1.50 ! -0.43 ! 1.57
  
```

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.35 0.00 -7.97 0.00 0.00 0.00 -10.01 58.37
-----
  
```

Segment Leq : 58.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.04 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.04 !	1.50 !	-0.46 !	1.54

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.78	0.00	-8.61	0.00	0.00	0.00	-10.03	56.14

Segment Leq : 56.14 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	-0.59 !	1.41

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.96	0.00	-6.09	0.00	0.00	0.00	-10.55	47.32

Segment Leq : 47.32 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: HC-SB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.20	4.50	2.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.37	0.00	-7.83	0.00	0.00	0.00	-4.10	60.43*
-90	90	0.00	72.37	0.00	-7.83	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 2: HC-NB (night)

Source height = 2.04 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.04	4.50	2.36	4.36

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.24	0.00	-8.49	0.00	0.00	0.00	-4.06	58.69*
-90	90	0.00	71.24	0.00	-8.49	0.00	0.00	0.00	0.00	62.75

* Bright Zone !

Segment Leq : 62.75 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.83 !	3.83

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-6.30	0.00	0.00	0.00	-5.00	45.06

Segment Leq : 45.06 dBA

Total Leq All Segments: 66.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.62
(NIGHT): 66.78

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 15149/2946 veh/TimePeriod *
Medium truck volume : 702/136 veh/TimePeriod *
Heavy truck volume : 4910/955 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24797
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 23.65
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

```

-----
Car traffic volume : 14922/3300 veh/TimePeriod *
Medium truck volume : 467/103 veh/TimePeriod *
Heavy truck volume : 3285/726 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 22803
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.50
Heavy Truck % of Total Volume : 17.59
Day (16 hrs) % of Total Volume : 81.89

```

Data for Segment # 2: HC-NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 57.37 + 0.00) = 57.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.52	0.00	-17.73	-1.42	0.00	0.00	0.00	57.37

Segment Leq : 57.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.89	0.00	-18.42	-1.43	0.00	0.00	0.00	55.04

Segment Leq : 55.04 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 54.47 + 0.00) = 54.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.42	0.00	-16.68	-1.26	0.00	0.00	0.00	54.47

Segment Leq : 54.47 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.34	0.00	-17.31	-1.27	0.00	0.00	0.00	52.76

Segment Leq : 52.76 dBA

Total Leq All Segments: 56.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.37
(NIGHT): 56.71

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 15149/2946 veh/TimePeriod *
Medium truck volume : 702/136 veh/TimePeriod *
Heavy truck volume : 4910/955 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24797
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 23.65
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 14922/3300 veh/TimePeriod *
Medium truck volume : 467/103 veh/TimePeriod *
Heavy truck volume : 3285/726 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22803
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.50
Heavy Truck % of Total Volume : 17.59
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 16737/1202 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.30
  
```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.52	0.00	-22.78	-1.42	0.00	0.00	0.00	52.32

Segment Leq : 52.32 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.89	0.00	-23.16	-1.43	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.96	0.00	0.00	0.00	0.00	57.34

Segment Leq : 57.34 dBA

Total Leq All Segments: 59.14 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.42	0.00	-21.47	-1.26	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.34	0.00	-21.81	-1.27	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 51.65 + 0.00) = 51.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-2.22	0.00	0.00	0.00	0.00	51.65

Segment Leq : 51.65 dBA

Total Leq All Segments: 54.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.14
(NIGHT): 54.86

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 13607/2605 veh/TimePeriod *
Medium truck volume : 486/93 veh/TimePeriod *
Heavy truck volume : 3405/652 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20849
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 19.46
Day (16 hrs) % of Total Volume : 83.93

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 14433/2809 veh/TimePeriod *
Medium truck volume : 356/69 veh/TimePeriod *
Heavy truck volume : 2500/486 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.06
Heavy Truck % of Total Volume : 14.46
Day (16 hrs) % of Total Volume : 83.71

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```
-----
Car traffic volume : 16737/1202 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 17939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.30
```

Data for Segment # 3: Todd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: HC Rd-SB (day)

Source height = 2.10 m

ROAD (0.00 + 50.52 + 0.00) = 50.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.00	0.00	-23.05	-1.43	0.00	0.00	0.00	50.52

Segment Leq : 50.52 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 1.95 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	73.80	0.00	-23.46	-1.43	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-6.70	-1.46	0.00	0.00	0.00	54.14

Segment Leq : 54.14 dBA

Total Leq All Segments: 56.53 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.10 m

ROAD (0.00 + 48.03 + 0.00) = 48.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	70.83	0.00	-21.53	-1.27	0.00	0.00	0.00	48.03

Segment Leq : 48.03 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 1.95 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	69.69	0.00	-21.83	-1.28	0.00	0.00	0.00	46.58

Segment Leq : 46.58 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 48.43 + 0.00) = 48.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.87	0.00	-4.08	-1.35	0.00	0.00	0.00	48.43

Segment Leq : 48.43 dBA

Total Leq All Segments: 52.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 52.52

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 9830/2187 veh/TimePeriod *
Medium truck volume : 429/95 veh/TimePeriod *
Heavy truck volume : 3151/701 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16394
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 23.50
Day (16 hrs) % of Total Volume : 81.80

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 9594/1937 veh/TimePeriod *
Medium truck volume : 275/55 veh/TimePeriod *
Heavy truck volume : 2079/420 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.30
Heavy Truck % of Total Volume : 17.40
Day (16 hrs) % of Total Volume : 83.20

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 12879/1014 veh/TimePeriod *
Medium truck volume : 171/13 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 14177
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot EB (day)

Source height = 2.20 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.57	0.00	-20.65	-1.42	0.00	0.00	0.00	54.50

Segment Leq : 54.50 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.04 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.93	0.00	-21.02	-1.43	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Results segment # 3: HC line (day)

Source height = 0.91 m

ROAD (0.00 + 44.71 + 0.00) = 44.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.23	0.00	-19.06	-1.46	0.00	0.00	0.00	44.71

Segment Leq : 44.71 dBA

Total Leq All Segments: 56.89 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.20 m

ROAD (0.00 + 52.37 + 0.00) = 52.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.05	0.00	-19.42	-1.26	0.00	0.00	0.00	52.37

Segment Leq : 52.37 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.04 m

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	70.99	0.00	-19.77	-1.27	0.00	0.00	0.00	49.94

Segment Leq : 49.94 dBA

Results segment # 3: HC line (night)

Source height = 0.91 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-18.33	-1.33	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Total Leq All Segments: 54.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.89
(NIGHT): 54.42

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9823/2187 veh/TimePeriod *
Medium truck volume : 429/96 veh/TimePeriod *
Heavy truck volume : 3156/703 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16394
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 23.54
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 9602/1938 veh/TimePeriod *
Medium truck volume : 274/55 veh/TimePeriod *
Heavy truck volume : 2073/418 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 14360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.29
Heavy Truck % of Total Volume : 17.35
Day (16 hrs) % of Total Volume : 83.21

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 58.40 + 0.00) = 58.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.58	0.00	-16.76	-1.42	0.00	0.00	0.00	58.40

Segment Leq : 58.40 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.04 m

ROAD (0.00 + 55.95 + 0.00) = 55.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	74.92	0.00	-17.54	-1.43	0.00	0.00	0.00	55.95

Segment Leq : 55.95 dBA

Total Leq All Segments: 60.36 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.07	0.00	-15.97	-1.26	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.04 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	70.97	0.00	-16.69	-1.27	0.00	0.00	0.00	53.01

Segment Leq : 53.01 dBA

Total Leq All Segments: 57.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.36
(NIGHT): 57.66

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9436/1811 veh/TimePeriod *
Medium truck volume : 415/80 veh/TimePeriod *
Heavy truck volume : 3046/585 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.22
Heavy Truck % of Total Volume : 23.62
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12479/2738 veh/TimePeriod *
Medium truck volume : 365/80 veh/TimePeriod *
Heavy truck volume : 2774/608 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19045
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.34
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 82.01

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 13277/896   veh/TimePeriod  *
Medium truck volume :   400/27   veh/TimePeriod  *
Heavy truck volume  :   200/13   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 14813
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 2.88
Heavy Truck % of Total Volume    : 1.44
Day (16 hrs) % of Total Volume   : 93.68

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.42	0.00	-19.15	-1.42	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.05 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.17	0.00	-19.70	-1.43	0.00	0.00	0.00	55.04

Segment Leq : 55.04 dBA

Results segment # 3: Cousineau (day)

Source height = 1.10 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.07	0.00	-5.68	-1.46	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.27	0.00	-17.88	-1.26	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.05 m

ROAD (0.00 + 52.90 + 0.00) = 52.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.59	0.00	-18.42	-1.27	0.00	0.00	0.00	52.90

Segment Leq : 52.90 dBA

Results segment # 3: Cousineau (night)

Source height = 1.09 m

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.30	0.00	-2.31	-1.32	0.00	0.00	0.00	52.67

Segment Leq : 52.67 dBA

Total Leq All Segments: 57.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.22
(NIGHT): 57.67

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8519/1803 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2556/541 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13876
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 22.32
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11714/2333 veh/TimePeriod *
Medium truck volume : 331/66 veh/TimePeriod *
Heavy truck volume : 2339/466 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17248
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.30
Heavy Truck % of Total Volume : 16.26
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 13277/896   veh/TimePeriod  *
Medium truck volume :   400/27   veh/TimePeriod  *
Heavy truck volume  :   200/13   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 14813
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 2.88
Heavy Truck % of Total Volume     : 1.44
Day (16 hrs) % of Total Volume    : 93.68
    
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 68.54 + 0.00) = 68.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.70	0.00	-7.16	0.00	0.00	0.00	0.00	68.54

Segment Leq : 68.54 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 67.52 + 0.00) = 67.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.50	0.00	-7.97	0.00	0.00	0.00	0.00	67.52

Segment Leq : 67.52 dBA

Results segment # 3: Cousineau (day)

Source height = 1.10 m

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.07	0.00	-4.37	0.00	0.00	0.00	0.00	60.70

Segment Leq : 60.70 dBA

Total Leq All Segments: 71.45 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 64.98 + 0.00) = 64.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.97	0.00	-6.99	0.00	0.00	0.00	0.00	64.98

Segment Leq : 64.98 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.50	0.00	-7.83	0.00	0.00	0.00	0.00	63.67

Segment Leq : 63.67 dBA

Results segment # 3: Cousineau (night)

Source height = 1.09 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.30	0.00	-3.68	0.00	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Total Leq All Segments: 67.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.45
(NIGHT): 67.53

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8519/1803 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2556/541 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13876
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 22.32
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11714/2333 veh/TimePeriod *
Medium truck volume : 331/66 veh/TimePeriod *
Heavy truck volume : 2339/466 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 17248
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.30
Heavy Truck % of Total Volume : 16.26
Day (16 hrs) % of Total Volume : 83.39

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.70	0.00	-11.46	-1.42	0.00	0.00	0.00	62.82

Segment Leq : 62.82 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 61.43 + 0.00) = 61.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.50	0.00	-12.64	-1.43	0.00	0.00	0.00	61.43

Segment Leq : 61.43 dBA

Total Leq All Segments: 65.19 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.97	0.00	-11.10	-1.27	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.50	0.00	-12.25	-1.28	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Total Leq All Segments: 61.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.19
(NIGHT): 61.88

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8416/1743 veh/TimePeriod *
Medium truck volume : 364/75 veh/TimePeriod *
Heavy truck volume : 2355/488 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 21.15
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11730/2326 veh/TimePeriod *
Medium truck volume : 323/64 veh/TimePeriod *
Heavy truck volume : 2236/443 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17123
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.26
Heavy Truck % of Total Volume : 15.65
Day (16 hrs) % of Total Volume : 83.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 9652/771 veh/TimePeriod *
Medium truck volume : 168/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 10702
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.70
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 92.60

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.14 m

ROAD (0.00 + 54.99 + 0.00) = 54.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.38	0.00	-18.97	-1.42	0.00	0.00	0.00	54.99

Segment Leq : 54.99 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.99 m

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	75.33	0.00	-19.51	-1.43	0.00	0.00	0.00	54.39

Segment Leq : 54.39 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.40	0.00	-9.23	-1.46	0.00	0.00	0.00	53.71

Segment Leq : 53.71 dBA

Total Leq All Segments: 59.17 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.14 m

ROAD (0.00 + 52.26 + 0.00) = 52.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.56	0.00	-18.02	-1.27	0.00	0.00	0.00	52.26

Segment Leq : 52.26 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.99 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	71.31	0.00	-18.53	-1.28	0.00	0.00	0.00	51.51

Segment Leq : 51.51 dBA

Results segment # 3: Howard (night)

Source height = 0.97 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.40	0.00	-9.19	-1.33	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Total Leq All Segments: 55.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.17
(NIGHT): 55.42

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9657/2057 veh/TimePeriod *
Medium truck volume : 377/80 veh/TimePeriod *
Heavy truck volume : 2245/478 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14894
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 18.28
Day (16 hrs) % of Total Volume : 82.44

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12411/2350 veh/TimePeriod *
Medium truck volume : 351/66 veh/TimePeriod *
Heavy truck volume : 2107/399 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17684
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.36
Heavy Truck % of Total Volume : 14.17
Day (16 hrs) % of Total Volume : 84.08

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 9384/717 veh/TimePeriod *
Medium truck volume : 167/13 veh/TimePeriod *
Heavy truck volume : 83/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 10370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 92.90
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

ROAD (0.00 + 63.13 + 0.00) = 63.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.27	0.00	-12.15	0.00	0.00	0.00	0.00	63.13

Segment Leq : 63.13 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-12.44	0.00	0.00	0.00	0.00	62.73

Segment Leq : 62.73 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.25	0.00	-9.07	0.00	0.00	0.00	0.00	55.18

Segment Leq : 55.18 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

ROAD (0.00 + 59.77 + 0.00) = 59.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.57	0.00	-11.80	0.00	0.00	0.00	0.00	59.77

Segment Leq : 59.77 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

ROAD (0.00 + 58.84 + 0.00) = 58.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.95	0.00	-12.11	0.00	0.00	0.00	0.00	58.84

Segment Leq : 58.84 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.04	0.00	-8.99	0.00	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Total Leq All Segments: 62.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.29
(NIGHT): 62.47

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3299/1181 veh/TimePeriod *
Medium truck volume : 261/93 veh/TimePeriod *
Heavy truck volume : 1855/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7353
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.82
Heavy Truck % of Total Volume : 34.26
Day (16 hrs) % of Total Volume : 73.64

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 2876/1227 veh/TimePeriod *
Medium truck volume : 138/59 veh/TimePeriod *
Heavy truck volume : 1523/649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 6472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 33.56
Day (16 hrs) % of Total Volume : 70.10

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 60.31 + 0.00) = 60.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	75.65	0.00	-13.93	-1.41	0.00	0.00	0.00	60.31

Segment Leq : 60.31 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	74.73	0.00	-14.86	-1.41	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 62.49 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.20	0.00	-13.35	-1.25	0.00	0.00	0.00	59.60

Segment Leq : 59.60 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.04	0.00	-14.21	-1.25	0.00	0.00	0.00	58.57

Segment Leq : 58.57 dBA

Total Leq All Segments: 62.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.49
(NIGHT): 62.13

**APPENDIX B.1.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
BASELINE 2015**

DRAFT

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```
-----
Car traffic volume : 5125/590 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 5715
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.68
```

Data for Segment # 3: Lebelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.45 ! 1.55
```

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 77.69 0.00 -8.97 -1.16 0.00 0.00 -13.57 53.99
-----
```

Segment Leq : 53.99 dBA

Results segment # 2: HC_NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	-0.45	1.55

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.20	0.00	-7.42	-1.17	0.00	0.00	-13.64	53.96

Segment Leq : 53.96 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.16	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 57.00 dBA

Results segment # 1: HC_SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.30 !	4.50 !	2.46 !	4.46

ROAD (0.00 + 63.28 + 0.00) = 63.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.51	0.00	-8.12	-0.98	0.00	0.00	-4.98	59.42*
-90	90	0.55	73.51	0.00	-8.96	-1.26	0.00	0.00	0.00	63.28

* Bright Zone !

Segment Leq : 63.28 dBA

Results segment # 2: HC_NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	72.94	0.00	-6.71	-0.99	0.00	0.00	-5.01	60.23

Segment Leq : 60.23 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.75 + 0.00) = 33.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.78	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.75

Segment Leq : 33.75 dBA

Total Leq All Segments: 65.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.00
(NIGHT): 65.03

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

```

-----
Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 53.88 + 0.00) = 53.88 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 77.69 0.00 -9.69 -1.16 0.00 0.00 -12.96 53.88
-----
  
```

Segment Leq : 53.88 dBA

Results segment # 2: HC_NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	-0.44	1.56

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.20	0.00	-7.95	-1.17	0.00	0.00	-13.05	54.03

Segment Leq : 54.03 dBA

Total Leq All Segments: 56.97 dBA

Results segment # 1: HC_SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.30	4.50	2.43	4.43

ROAD (0.00 + 62.51 + 0.00) = 62.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.51	0.00	-8.82	-0.98	0.00	0.00	-5.00	58.70*
-90	90	0.55	73.51	0.00	-9.74	-1.26	0.00	0.00	0.00	62.51

* Bright Zone !

Segment Leq : 62.51 dBA

Results segment # 2: HC_NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 2.40 ! 4.40

ROAD (0.00 + 59.84 + 0.00) = 59.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	72.94	0.00	-7.10	-0.99	0.00	0.00	-5.01	59.84

Segment Leq : 59.84 dBA

Total Leq All Segments: 64.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.97
(NIGHT): 64.39

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16133/3351 veh/TimePeriod *
Medium truck volume : 808/168 veh/TimePeriod *
Heavy truck volume : 6423/1334 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.46
Heavy Truck % of Total Volume : 27.49
Day (16 hrs) % of Total Volume : 82.80

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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

Car traffic volume : 15950/3688 veh/TimePeriod *
Medium truck volume : 630/146 veh/TimePeriod *
Heavy truck volume : 4362/1009 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25785
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.01
Heavy Truck % of Total Volume : 20.83
Day (16 hrs) % of Total Volume : 81.22

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	1.60	1.60

ROAD (0.00 + 71.32 + 0.00) = 71.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.62	0.00	-6.30	0.00	0.00	0.00	-4.99	66.33*
-90	90	0.00	77.62	0.00	-6.30	0.00	0.00	0.00	0.00	71.32

* Bright Zone !

Segment Leq : 71.32 dBA

Results segment # 2: HC_NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	1.60	1.60

ROAD (0.00 + 70.74 + 0.00) = 70.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.05	0.00	-5.31	0.00	0.00	0.00	-4.98	65.75*
-90	90	0.00	76.05	0.00	-5.31	0.00	0.00	0.00	0.00	70.74

* Bright Zone !

Segment Leq : 70.74 dBA

Total Leq All Segments: 74.05 dBA

Results segment # 1: HC_SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	4.14	4.14

ROAD (0.00 + 67.30 + 0.00) = 67.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-6.50	0.00	0.00	0.00	-0.23	67.07*
-90	90	0.00	73.80	0.00	-6.50	0.00	0.00	0.00	0.00	67.30

* Bright Zone !

Segment Leq : 67.30 dBA

Results segment # 2: HC_NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	3.93	3.93

ROAD (0.00 + 67.14 + 0.00) = 67.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.70	0.00	-5.56	0.00	0.00	0.00	-0.29	66.85*
-90	90	0.00	72.70	0.00	-5.56	0.00	0.00	0.00	0.00	67.14

* Bright Zone !

Segment Leq : 67.14 dBA

Total Leq All Segments: 70.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.05
(NIGHT): 70.23

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 16022/1389 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.02
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 63.87 + 0.00) = 63.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-12.49	-1.42	0.00	0.00	0.00	63.87

Segment Leq : 63.87 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-11.08	-1.42	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 59.72 + 0.00) = 59.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.11	0.00	-2.39	0.00	0.00	0.00	0.00	59.72

Segment Leq : 59.72 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-11.16	-1.26	0.00	0.00	0.00	61.42

Segment Leq : 61.42 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 61.83 + 0.00) = 61.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-9.66	-1.27	0.00	0.00	0.00	61.83

Segment Leq : 61.83 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.50	0.00	-2.86	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 64.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 64.85

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 13849/2758 veh/TimePeriod *
Medium truck volume : 606/121 veh/TimePeriod *
Heavy truck volume : 4849/966 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 25.12
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15398/3156 veh/TimePeriod *
Medium truck volume : 519/106 veh/TimePeriod *
Heavy truck volume : 3582/734 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.66
Heavy Truck % of Total Volume : 18.37
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 16022/1389 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.02
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.24 m

ROAD (0.00 + 73.13 + 0.00) = 73.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.42	0.00	-3.29	0.00	0.00	0.00	0.00	73.13

Segment Leq : 73.13 dBA

Results segment # 2: HC-NB (day)

Source height = 2.07 m

ROAD (0.00 + 74.97 + 0.00) = 74.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.25	0.00	-0.28	0.00	0.00	0.00	0.00	74.97

Segment Leq : 74.97 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.11	0.00	-3.80	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 77.21 dBA

Results segment # 1: HC-SB (night)

Source height = 2.24 m

ROAD (0.00 + 68.75 + 0.00) = 68.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.43	0.00	-3.68	0.00	0.00	0.00	0.00	68.75

Segment Leq : 68.75 dBA

Results segment # 2: HC-NB (night)

Source height = 2.07 m

ROAD (0.00 + 70.34 + 0.00) = 70.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.37	0.00	-1.03	0.00	0.00	0.00	0.00	70.34

Segment Leq : 70.34 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.64 + 0.00) = 52.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.50	0.00	-1.86	0.00	0.00	0.00	0.00	52.64

Segment Leq : 52.64 dBA

Total Leq All Segments: 72.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.21
(NIGHT): 72.67

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9479/2251 veh/TimePeriod *
Medium truck volume : 568/135 veh/TimePeriod *
Heavy truck volume : 4732/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 32.02
Day (16 hrs) % of Total Volume : 80.81

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 9160/2153 veh/TimePeriod *
Medium truck volume : 406/96 veh/TimePeriod *
Heavy truck volume : 3018/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 23.98
Day (16 hrs) % of Total Volume : 80.97

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 70.81 + 0.00) = 70.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.18	0.00	-7.38	0.00	0.00	0.00	0.00	70.81

Segment Leq : 70.81 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.21 m

ROAD (0.00 + 70.07 + 0.00) = 70.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.37	0.00	-6.30	0.00	0.00	0.00	0.00	70.07

Segment Leq : 70.07 dBA

Total Leq All Segments: 73.47 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 67.42 + 0.00) = 67.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.95	0.00	-7.53	0.00	0.00	0.00	0.00	67.42

Segment Leq : 67.42 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.21 m

ROAD (0.00 + 66.59 + 0.00) = 66.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.09	0.00	-6.50	0.00	0.00	0.00	0.00	66.59

Segment Leq : 66.59 dBA

Total Leq All Segments: 70.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.47
(NIGHT): 70.04

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9052/1837 veh/TimePeriod *
Medium truck volume : 556/113 veh/TimePeriod *
Heavy truck volume : 4681/950 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17188
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 32.76
Day (16 hrs) % of Total Volume : 83.13

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12015/3087 veh/TimePeriod *
Medium truck volume : 549/141 veh/TimePeriod *
Heavy truck volume : 4130/1061 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 24.74
Day (16 hrs) % of Total Volume : 79.56

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 8806/736 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9542
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.39 m

ROAD (0.00 + 59.09 + 0.00) = 59.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.13	0.00	-17.63	-1.41	0.00	0.00	0.00	59.09

Segment Leq : 59.09 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 59.15 + 0.00) = 59.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.72	0.00	-17.14	-1.42	0.00	0.00	0.00	59.15

Segment Leq : 59.15 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.51	0.00	-17.33	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Total Leq All Segments: 62.16 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.39 m

ROAD (0.00 + 56.19 + 0.00) = 56.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.21	0.00	-16.77	-1.25	0.00	0.00	0.00	56.19

Segment Leq : 56.19 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 57.24 + 0.00) = 57.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.83	0.00	-16.32	-1.26	0.00	0.00	0.00	57.24

Segment Leq : 57.24 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 33.85 + 0.00) = 33.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.74	0.00	-16.53	-1.35	0.00	0.00	0.00	33.85

Segment Leq : 33.85 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.16
(NIGHT): 59.77

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 8806/736 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9542
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 68.06 + 0.00) = 68.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.37	0.00	-9.31	0.00	0.00	0.00	0.00	68.06

Segment Leq : 68.06 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 68.21 + 0.00) = 68.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.98	0.00	-8.77	0.00	0.00	0.00	0.00	68.21

Segment Leq : 68.21 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 59.51 + 0.00) = 59.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.51	0.00	0.00	0.00	0.00	0.00	0.00	59.51

Segment Leq : 59.51 dBA

Total Leq All Segments: 71.43 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 65.16 + 0.00) = 65.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.93	0.00	-8.77	0.00	0.00	0.00	0.00	65.16

Segment Leq : 65.16 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-8.15	0.00	0.00	0.00	0.00	65.40

Segment Leq : 65.40 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.95 + 0.00) = 50.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.74	0.00	-0.79	0.00	0.00	0.00	0.00	50.95

Segment Leq : 50.95 dBA

Total Leq All Segments: 68.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.43
(NIGHT): 68.37

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8009/1810 veh/TimePeriod *
Medium truck volume : 474/107 veh/TimePeriod *
Heavy truck volume : 3861/872 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.28
Day (16 hrs) % of Total Volume : 81.57

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11195/2570 veh/TimePeriod *
Medium truck volume : 484/111 veh/TimePeriod *
Heavy truck volume : 3390/778 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 18528
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.50
Day (16 hrs) % of Total Volume : 81.33

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.31	0.00	-22.41	-1.41	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.92	0.00	-22.18	-1.42	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Total Leq All Segments: 56.41 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 51.78 + 0.00) = 51.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	73.86	0.00	-20.83	-1.26	0.00	0.00	0.00	51.78

Segment Leq : 51.78 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.54	0.00	-20.57	-1.27	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Total Leq All Segments: 54.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.41
(NIGHT): 54.75

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8356/1828 veh/TimePeriod *
Medium truck volume : 432/94 veh/TimePeriod *
Heavy truck volume : 3414/747 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11465/2578 veh/TimePeriod *
Medium truck volume : 461/104 veh/TimePeriod *
Heavy truck volume : 3092/695 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 20.59
Day (16 hrs) % of Total Volume : 81.64

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 15108/1200 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 126/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16639
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.17
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.64
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.30 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.30 ! 1.50 ! -0.74 ! 1.76
  
```

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.83 0.00 -6.99 0.00 0.00 0.00 -9.99 59.85
-----
  
```

Segment Leq : 59.85 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.13 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.13	!	1.50	!	-0.74	!	1.76

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.57	0.00	-5.95	0.00	0.00	0.00	-10.37	60.26

Segment Leq : 60.26 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 45.53 + 0.00) = 45.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-10.62	0.00	0.00	0.00	-9.89	45.53

Segment Leq : 45.53 dBA

Total Leq All Segments: 63.15 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.30	!	4.50	!	1.24	!	3.74

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.24	0.00	-7.16	0.00	0.00	0.00	-6.16	59.91

Segment Leq : 59.91 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.13 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.13	!	4.50	!	0.97	!	3.47

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.10	0.00	-6.16	0.00	0.00	0.00	-6.85	60.09

Segment Leq : 60.09 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 1.66 ! 4.16

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.04	0.00	-10.41	0.00	0.00	0.00	-5.64	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 63.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.15
(NIGHT): 63.05

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 15108/1200 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 126/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16639
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.17
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.64
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.34 0.00 -6.23 0.00 0.00 0.00 -7.36 62.75
-----
  
```

Segment Leq : 62.75 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.00	!	1.50	!	1.64	!	1.64

ROAD (0.00 + 63.55 + 0.00) = 63.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.87	0.00	-4.77	0.00	0.00	0.00	-7.54	63.55

Segment Leq : 63.55 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	1.50	!	1.45	!	1.45

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-9.41	0.00	0.00	0.00	-7.59	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 66.26 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.04	4.04

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-6.43	0.00	0.00	0.00	-3.00	63.39*
-90	90	0.00	72.83	0.00	-6.43	0.00	0.00	0.00	0.00	66.39

* Bright Zone !

Segment Leq : 66.39 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.00	4.50	3.78	3.78

ROAD (0.00 + 66.84 + 0.00) = 66.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.99	0.00	-5.14	0.00	0.00	0.00	-3.97	62.87*
-90	90	0.00	71.99	0.00	-5.14	0.00	0.00	0.00	0.00	66.84

* Bright Zone !

Segment Leq : 66.84 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 4.08 ! 4.08

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.04	0.00	-9.51	0.00	0.00	0.00	-3.49	45.03*
-90	90	0.00	58.04	0.00	-9.51	0.00	0.00	0.00	0.00	48.53

* Bright Zone !

Segment Leq : 48.53 dBA

Total Leq All Segments: 69.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.26
(NIGHT): 69.66

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```
-----
Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02
```

Data for Segment # 2: Talbot-WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 1.50 ! 1.59 ! 1.59
```

ROAD (0.00 + 62.02 + 0.00) = 62.02 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.34 0.00 -6.30 0.00 0.00 0.00 -8.02 62.02
-----
```

Segment Leq : 62.02 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.00	1.50	1.65	1.65

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	75.87	0.00	-4.19	-1.10	0.00	0.00	-8.31	62.26

Segment Leq : 62.26 dBA

Total Leq All Segments: 65.15 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.08	4.08

ROAD (0.00 + 66.33 + 0.00) = 66.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-6.50	0.00	0.00	0.00	-2.59	63.73*
-90	90	0.00	72.83	0.00	-6.50	0.00	0.00	0.00	0.00	66.33

* Bright Zone !

Segment Leq : 66.33 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.00	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 65.59 + 0.00) = 65.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	71.99	0.00	-4.51	-0.92	0.00	0.00	-4.57	61.98*
-90	90	0.56	71.99	0.00	-5.12	-1.28	0.00	0.00	0.00	65.59

* Bright Zone !

Segment Leq : 65.59 dBA

Total Leq All Segments: 68.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.15
(NIGHT): 68.99

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3497/1220 veh/TimePeriod *
Medium truck volume : 275/96 veh/TimePeriod *
Heavy truck volume : 2400/838 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8325
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.89
Day (16 hrs) % of Total Volume : 74.13

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 2726/1293 veh/TimePeriod *
Medium truck volume : 223/106 veh/TimePeriod *
Heavy truck volume : 1731/821 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 6901
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 67.82
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 76.68 0.00 -10.22 -1.08 0.00 0.00 -7.01 58.37
-----
  
```

Segment Leq : 58.37 dBA

Results segment # 2: Hwy 401_SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 58.49 + 0.00) = 58.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	75.30	0.00	-8.73	-1.08	0.00	0.00	-7.01	58.49

Segment Leq : 58.49 dBA

Total Leq All Segments: 61.44 dBA

Results segment # 1: Hwy 401_NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.02	4.02

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.12	0.00	-9.81	-0.90	0.00	0.00	-3.65	60.75*
-90	90	0.54	75.12	0.00	-11.13	-1.25	0.00	0.00	0.00	62.73

* Bright Zone !

Segment Leq : 62.73 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 64.20 + 0.00) = 64.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.07	0.00	-8.48	-0.90	0.00	0.00	-2.82	62.88*
-90	90	0.54	75.07	0.00	-9.62	-1.25	0.00	0.00	0.00	64.20

* Bright Zone !

Segment Leq : 64.20 dBA

Total Leq All Segments: 66.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.44
(NIGHT): 66.54

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 9429/912 veh/TimePeriod *
Medium truck volume : 356/34 veh/TimePeriod *
Heavy truck volume : 706/68 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 6.73
Day (16 hrs) % of Total Volume : 91.18

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-23.28	-1.46	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-23.63	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 3: Malden (day)

Source height = 1.61 m

ROAD (0.00 + 63.61 + 0.00) = 63.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.17	0.00	-5.56	0.00	0.00	0.00	0.00	63.61

Segment Leq : 63.61 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.58 + 0.00) = 53.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.74	0.00	-3.15	0.00	0.00	0.00	0.00	53.58

Segment Leq : 53.58 dBA

Total Leq All Segments: 64.27 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-22.20	-1.32	0.00	0.00	0.00	43.32

Segment Leq : 43.32 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-22.62	-1.33	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 3: Malden (night)

Source height = 1.61 m

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.02	0.00	-5.80	0.00	0.00	0.00	0.00	56.22

Segment Leq : 56.22 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.01	0.00	-0.54	0.00	0.00	0.00	0.00	48.47

Segment Leq : 48.47 dBA

Total Leq All Segments: 57.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.27
(NIGHT): 57.18

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 20596/4989 veh/TimePeriod *
Medium truck volume : 664/161 veh/TimePeriod *
Heavy truck volume : 4472/1083 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.58
Heavy Truck % of Total Volume : 17.38
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 17604/3504 veh/TimePeriod *
Medium truck volume : 803/160 veh/TimePeriod *
Heavy truck volume : 6155/1225 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 29451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 25.06
Day (16 hrs) % of Total Volume : 83.40
  
```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 50.36 + 0.00) = 50.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-22.08	-1.46	0.00	0.00	0.00	50.36

Segment Leq : 50.36 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 49.31 + 0.00) = 49.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-22.50	-1.46	0.00	0.00	0.00	49.31

Segment Leq : 49.31 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.74	0.00	-5.46	-1.46	0.00	0.00	0.00	49.82

Segment Leq : 49.82 dBA

Results segment # 4: HC NB (day)

Source height = 2.04 m

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.24	0.00	-24.97	-1.43	0.00	0.00	0.00	49.83

Segment Leq : 49.83 dBA

Results segment # 5: HC SB (day)

Source height = 2.24 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.47	0.00	-24.70	-1.42	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Total Leq All Segments: 57.18 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 44.71 + 0.00) = 44.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-20.81	-1.32	0.00	0.00	0.00	44.71

Segment Leq : 44.71 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-21.11	-1.33	0.00	0.00	0.00	42.45

Segment Leq : 42.45 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.01	0.00	-2.34	-1.35	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 4: HC NB (night)

Source height = 2.04 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-23.55	-1.27	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Results segment # 5: HC SB (night)

Source height = 2.24 m

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.47	0.00	-23.28	-1.26	0.00	0.00	0.00	48.92

Segment Leq : 48.92 dBA

Total Leq All Segments: 53.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.18
(NIGHT): 53.54

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 17604/3504 veh/TimePeriod *
Medium truck volume : 803/160 veh/TimePeriod *
Heavy truck volume : 6155/1225 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 25.06
Day (16 hrs) % of Total Volume : 83.40

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 20596/4989 veh/TimePeriod *
Medium truck volume : 664/161 veh/TimePeriod *
Heavy truck volume : 4472/1083 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.58
Heavy Truck % of Total Volume : 17.38
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 48.33 + 0.00) = 48.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-24.11	-1.46	0.00	0.00	0.00	48.33

Segment Leq : 48.33 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 47.37 + 0.00) = 47.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-24.44	-1.46	0.00	0.00	0.00	47.37

Segment Leq : 47.37 dBA

Results segment # 3: HC-SB (day)

Source height = 2.24 m

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.47	0.00	-21.45	-1.42	0.00	0.00	0.00	54.60

Segment Leq : 54.60 dBA

Results segment # 4: HC-NB (day)

Source height = 2.04 m

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.24	0.00	-21.89	-1.43	0.00	0.00	0.00	52.92

Segment Leq : 52.92 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 40.79 + 0.00) = 40.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.74	0.00	-14.49	-1.46	0.00	0.00	0.00	40.79

Segment Leq : 40.79 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 42.54 + 0.00) = 42.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-22.97	-1.32	0.00	0.00	0.00	42.54

Segment Leq : 42.54 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-23.39	-1.33	0.00	0.00	0.00	40.18

Segment Leq : 40.18 dBA

Results segment # 3: HC-SB (night)

Source height = 2.24 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.47	0.00	-20.21	-1.26	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Results segment # 4: HC-NB (night)

Source height = 2.04 m

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-20.63	-1.27	0.00	0.00	0.00	51.19

Segment Leq : 51.19 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 33.51 + 0.00) = 33.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.01	0.00	-14.15	-1.35	0.00	0.00	0.00	33.51

Segment Leq : 33.51 dBA

Total Leq All Segments: 55.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 55.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65

```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.29 m

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.69	0.00	-17.66	-1.42	0.00	0.00	0.00	58.61

Segment Leq : 58.61 dBA

Results segment # 2: HC-NB (day)

Source height = 2.11 m

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.20	0.00	-18.21	-1.43	0.00	0.00	0.00	56.56

Segment Leq : 56.56 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-22.60	-1.46	0.00	0.00	0.00	40.11

Segment Leq : 40.11 dBA

Total Leq All Segments: 60.75 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.51	0.00	-16.34	-1.26	0.00	0.00	0.00	55.91

Segment Leq : 55.91 dBA

Results segment # 2: HC-NB (night)

Source height = 2.11 m

ROAD (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.94	0.00	-17.04	-1.27	0.00	0.00	0.00	54.64

Segment Leq : 54.64 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-21.68	-1.33	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Total Leq All Segments: 58.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.75
(NIGHT): 58.35

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.86 + 0.00) = 61.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.69	0.00	-13.61	-1.26	0.00	0.00	-5.00	57.82*
-90	90	0.64	77.69	0.00	-14.41	-1.42	0.00	0.00	0.00	61.86

* Bright Zone !

Segment Leq : 61.86 dBA

Results segment # 2: HC-NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.20	0.00	-14.54	-1.27	0.00	0.00	-5.00	55.39*
-90	90	0.64	76.20	0.00	-15.40	-1.43	0.00	0.00	0.00	59.37

* Bright Zone !

Segment Leq : 59.37 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.38	1.38

ROAD (0.00 + 56.09 + 0.00) = 56.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.17	0.00	-3.01	0.00	0.00	0.00	-5.07	56.09

Segment Leq : 56.09 dBA

Total Leq All Segments: 64.48 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.30	4.50	4.44	4.44

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	73.51	0.00	-12.65	-1.09	0.00	0.00	-0.07	59.70*
-90	90	0.55	73.51	0.00	-13.44	-1.26	0.00	0.00	0.00	58.81

* Bright Zone !

Segment Leq : 58.81 dBA

Results segment # 2: HC-NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	4.50	4.37	4.37

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	72.94	0.00	-13.55	-1.10	0.00	0.00	-0.14	58.15*
-90	90	0.55	72.94	0.00	-14.39	-1.27	0.00	0.00	0.00	57.28

* Bright Zone !

Segment Leq : 57.28 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.90	4.90

ROAD (0.00 + 56.02 + 0.00) = 56.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-0.79	0.00	0.00	0.00	99.00	155.02
-90	90	0.00	56.81	0.00	-0.79	0.00	0.00	0.00	0.00	56.02

* Bright Zone !

Segment Leq : 56.02 dBA

Total Leq All Segments: 62.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.48
(NIGHT): 62.29

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16133/3351 veh/TimePeriod *
Medium truck volume : 808/168 veh/TimePeriod *
Heavy truck volume : 6423/1334 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.46
Heavy Truck % of Total Volume : 27.49
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15950/3688 veh/TimePeriod *
Medium truck volume : 630/146 veh/TimePeriod *
Heavy truck volume : 4362/1009 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25785
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.01
Heavy Truck % of Total Volume : 20.83
Day (16 hrs) % of Total Volume : 81.22

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.42 ! 1.58
  
```

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.62 0.00 -7.97 0.00 0.00 0.00 -9.99 59.66
-----
  
```

Segment Leq : 59.66 dBA

Results segment # 2: HC-NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	-0.45 !	1.55

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.05	0.00	-8.61	0.00	0.00	0.00	-10.01	57.43

Segment Leq : 57.43 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	-0.59 !	1.41

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.17	0.00	-6.09	0.00	0.00	0.00	-10.55	47.52

Segment Leq : 47.52 dBA

Total Leq All Segments: 61.86 dBA

Results segment # 1: HC-SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.35	4.35

ROAD (0.00 + 65.97 + 0.00) = 65.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-7.83	0.00	0.00	0.00	-4.08	61.90*
-90	90	0.00	73.80	0.00	-7.83	0.00	0.00	0.00	0.00	65.97

* Bright Zone !

Segment Leq : 65.97 dBA

Results segment # 2: HC-NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.37	4.37

ROAD (0.00 + 64.21 + 0.00) = 64.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.70	0.00	-8.49	0.00	0.00	0.00	-4.04	60.17*
-90	90	0.00	72.70	0.00	-8.49	0.00	0.00	0.00	0.00	64.21

* Bright Zone !

Segment Leq : 64.21 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.83 !	3.83

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-6.30	0.00	0.00	0.00	-5.00	45.51

Segment Leq : 45.51 dBA

Total Leq All Segments: 68.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.86
(NIGHT): 68.21

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-17.69	-1.42	0.00	0.00	0.00	58.67

Segment Leq : 58.67 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-18.38	-1.42	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 55.93 + 0.00) = 55.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-16.65	-1.26	0.00	0.00	0.00	55.93

Segment Leq : 55.93 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 54.22 + 0.00) = 54.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-17.27	-1.27	0.00	0.00	0.00	54.22

Segment Leq : 54.22 dBA

Total Leq All Segments: 58.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 58.17

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 19041/1396 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 20437
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.17

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-22.74	-1.42	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-23.12	-1.42	0.00	0.00	0.00	51.58

Segment Leq : 51.58 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.86	0.00	-4.96	0.00	0.00	0.00	0.00	57.90

Segment Leq : 57.90 dBA

Total Leq All Segments: 59.96 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-21.43	-1.26	0.00	0.00	0.00	51.14

Segment Leq : 51.14 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-21.77	-1.27	0.00	0.00	0.00	49.73

Segment Leq : 49.73 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.52	0.00	-2.22	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.96
(NIGHT): 55.95

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 13849/2758 veh/TimePeriod *
Medium truck volume : 606/121 veh/TimePeriod *
Heavy truck volume : 4849/966 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 25.12
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 15398/3156 veh/TimePeriod *
Medium truck volume : 519/106 veh/TimePeriod *
Heavy truck volume : 3582/734 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.66
Heavy Truck % of Total Volume : 18.37
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 19041/1396 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 20437
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.17

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC Rd-SB (day)

Source height = 2.24 m

ROAD (0.00 + 52.01 + 0.00) = 52.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.42	0.00	-22.99	-1.42	0.00	0.00	0.00	52.01

Segment Leq : 52.01 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.07 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.25	0.00	-23.41	-1.43	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-6.70	-1.46	0.00	0.00	0.00	54.70

Segment Leq : 54.70 dBA

Total Leq All Segments: 57.51 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.24 m

ROAD (0.00 + 49.69 + 0.00) = 49.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.43	0.00	-21.47	-1.26	0.00	0.00	0.00	49.69

Segment Leq : 49.69 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.07 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.37	0.00	-21.78	-1.27	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.52	0.00	-4.08	-1.35	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Total Leq All Segments: 53.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.51
(NIGHT): 53.84

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 9487/2254 veh/TimePeriod *
Medium truck volume : 562/133 veh/TimePeriod *
Heavy truck volume : 4729/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 32.00
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 9164/2150 veh/TimePeriod *
Medium truck volume : 403/94 veh/TimePeriod *
Heavy truck volume : 3021/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 24.00
Day (16 hrs) % of Total Volume : 81.00

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 14715/1176 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 16215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 92.60
    
```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Talbot EB (day)

Source height = 2.38 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.18	0.00	-20.59	-1.41	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.21 m

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.37	0.00	-20.95	-1.42	0.00	0.00	0.00	54.00

Segment Leq : 54.00 dBA

Results segment # 3: HC line (day)

Source height = 0.95 m

ROAD (0.00 + 45.39 + 0.00) = 45.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.91	0.00	-19.06	-1.46	0.00	0.00	0.00	45.39

Segment Leq : 45.39 dBA

Total Leq All Segments: 58.46 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.38 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.95	0.00	-19.35	-1.26	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.21 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-19.71	-1.26	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 3: HC line (night)

Source height = 0.96 m

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.98	0.00	-18.31	-1.33	0.00	0.00	0.00	38.34

Segment Leq : 38.34 dBA

Total Leq All Segments: 56.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.46
(NIGHT): 56.45

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9479/2251 veh/TimePeriod *
Medium truck volume : 568/135 veh/TimePeriod *
Heavy truck volume : 4732/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 32.02
Day (16 hrs) % of Total Volume : 80.81

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 9160/2153 veh/TimePeriod *
Medium truck volume : 406/96 veh/TimePeriod *
Heavy truck volume : 3018/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 23.98
Day (16 hrs) % of Total Volume : 80.97

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.18	0.00	-16.71	-1.41	0.00	0.00	0.00	60.07

Segment Leq : 60.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.21 m

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.37	0.00	-17.48	-1.42	0.00	0.00	0.00	57.47

Segment Leq : 57.47 dBA

Total Leq All Segments: 61.97 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.95	0.00	-15.91	-1.26	0.00	0.00	0.00	57.79

Segment Leq : 57.79 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.21 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-16.64	-1.26	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 59.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.97
(NIGHT): 59.69

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9052/1837 veh/TimePeriod *
Medium truck volume : 556/113 veh/TimePeriod *
Heavy truck volume : 4681/950 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17188
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 32.76
Day (16 hrs) % of Total Volume : 83.13

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12015/3087 veh/TimePeriod *
Medium truck volume : 549/141 veh/TimePeriod *
Heavy truck volume : 4130/1061 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 24.74
Day (16 hrs) % of Total Volume : 79.56

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```
-----
Car traffic volume : 15084/1040 veh/TimePeriod *
Medium truck volume : 449/31 veh/TimePeriod *
Heavy truck volume : 225/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 16845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.85
Heavy Truck % of Total Volume : 1.43
Day (16 hrs) % of Total Volume : 93.55
```

Data for Segment # 3: Cousineau (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.39 m

ROAD (0.00 + 57.63 + 0.00) = 57.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.13	0.00	-19.08	-1.41	0.00	0.00	0.00	57.63

Segment Leq : 57.63 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 56.66 + 0.00) = 56.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.72	0.00	-19.64	-1.42	0.00	0.00	0.00	56.66

Segment Leq : 56.66 dBA

Results segment # 3: Cousineau (day)

Source height = 1.09 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.59	0.00	-5.68	-1.46	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 62.41 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.39 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.21	0.00	-17.81	-1.25	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 55.21 + 0.00) = 55.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.83	0.00	-18.35	-1.26	0.00	0.00	0.00	55.21

Segment Leq : 55.21 dBA

Results segment # 3: Cousineau (night)

Source height = 1.10 m

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.04	0.00	-2.31	-1.32	0.00	0.00	0.00	53.41

Segment Leq : 53.41 dBA

Total Leq All Segments: 59.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.41
(NIGHT): 59.43

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 15084/1040 veh/TimePeriod *
Medium truck volume : 449/31 veh/TimePeriod *
Heavy truck volume : 225/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.85
Heavy Truck % of Total Volume : 1.43
Day (16 hrs) % of Total Volume : 93.55
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 70.21 + 0.00) = 70.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.37	0.00	-7.16	0.00	0.00	0.00	0.00	70.21

Segment Leq : 70.21 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 69.01 + 0.00) = 69.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.98	0.00	-7.97	0.00	0.00	0.00	0.00	69.01

Segment Leq : 69.01 dBA

Results segment # 3: Cousineau (day)

Source height = 1.09 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-4.37	0.00	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Total Leq All Segments: 72.96 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 66.94 + 0.00) = 66.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.93	0.00	-6.99	0.00	0.00	0.00	0.00	66.94

Segment Leq : 66.94 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-7.83	0.00	0.00	0.00	0.00	65.73

Segment Leq : 65.73 dBA

Results segment # 3: Cousineau (night)

Source height = 1.10 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.04	0.00	-3.68	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Total Leq All Segments: 69.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.96
(NIGHT): 69.49

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.37	0.00	-11.42	-1.41	0.00	0.00	0.00	64.54

Segment Leq : 64.54 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 62.96 + 0.00) = 62.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.98	0.00	-12.60	-1.42	0.00	0.00	0.00	62.96

Segment Leq : 62.96 dBA

Total Leq All Segments: 66.83 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	73.93	0.00	-11.06	-1.26	0.00	0.00	0.00	61.62

Segment Leq : 61.62 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 60.08 + 0.00) = 60.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.56	0.00	-12.21	-1.27	0.00	0.00	0.00	60.08

Segment Leq : 60.08 dBA

Total Leq All Segments: 63.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.83
(NIGHT): 63.93

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8356/1828 veh/TimePeriod *
Medium truck volume : 432/94 veh/TimePeriod *
Heavy truck volume : 3414/747 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11465/2578 veh/TimePeriod *
Medium truck volume : 461/104 veh/TimePeriod *
Heavy truck volume : 3092/695 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 20.59
Day (16 hrs) % of Total Volume : 81.64

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 11017/893   veh/TimePeriod  *
Medium truck volume :   181/15   veh/TimePeriod  *
Heavy truck volume  :    90/7    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 12203
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 1.60
Heavy Truck % of Total Volume     : 0.80
Day (16 hrs) % of Total Volume   : 92.50

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface        : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.30 m

ROAD (0.00 + 56.49 + 0.00) = 56.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.83	0.00	-18.92	-1.42	0.00	0.00	0.00	56.49

Segment Leq : 56.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.13 m

ROAD (0.00 + 55.69 + 0.00) = 55.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.57	0.00	-19.46	-1.42	0.00	0.00	0.00	55.69

Segment Leq : 55.69 dBA

Results segment # 3: Howard (day)

Source height = 0.94 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.81	0.00	-9.23	-1.46	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Total Leq All Segments: 60.31 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.30 m

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.24	0.00	-17.97	-1.26	0.00	0.00	0.00	54.01

Segment Leq : 54.01 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.13 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.10	0.00	-18.48	-1.27	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-9.20	-1.33	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Total Leq All Segments: 57.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.31
(NIGHT): 57.09

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 10666/835   veh/TimePeriod  *
Medium truck volume :   195/15   veh/TimePeriod  *
Heavy truck volume  :    98/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.78
Heavy Truck % of Total Volume    : 0.89
Day (16 hrs) % of Total Volume   : 92.74
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height :    1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.34	0.00	-12.15	0.00	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

ROAD (0.00 + 63.43 + 0.00) = 63.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.87	0.00	-12.44	0.00	0.00	0.00	0.00	63.43

Segment Leq : 63.43 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 55.80 + 0.00) = 55.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.86	0.00	-9.07	0.00	0.00	0.00	0.00	55.80

Segment Leq : 55.80 dBA

Total Leq All Segments: 67.17 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-11.80	0.00	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.99	0.00	-12.11	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Results segment # 3: Howard (night)

Source height = 0.98 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.85	0.00	-8.99	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Total Leq All Segments: 63.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.17
(NIGHT): 63.62

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3497/1220 veh/TimePeriod *
Medium truck volume : 275/96 veh/TimePeriod *
Heavy truck volume : 2400/838 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8325
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.89
Day (16 hrs) % of Total Volume : 74.13

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 2726/1293 veh/TimePeriod *
Medium truck volume : 223/106 veh/TimePeriod *
Heavy truck volume : 1731/821 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 6901
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 67.82

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.33 + 0.00) = 61.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.68	0.00	-13.93	-1.41	0.00	0.00	0.00	61.33

Segment Leq : 61.33 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 59.03 + 0.00) = 59.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	75.30	0.00	-14.86	-1.41	0.00	0.00	0.00	59.03

Segment Leq : 59.03 dBA

Total Leq All Segments: 63.34 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.12	0.00	-13.35	-1.25	0.00	0.00	0.00	60.51

Segment Leq : 60.51 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.07	0.00	-14.21	-1.25	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 63.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.34
(NIGHT): 63.09

APPENDIX B.1.3 – MOE STAMSON TRAFFIC NOISE MODELING PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES – BASELINE 2025

DRAFT

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```

-----
Car traffic volume : 5619/649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 6268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.64
    
```

Data for Segment # 3: Lebelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
    
```

Results segment # 1: HC_SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.36 ! 1.50 ! -0.44 ! 1.56
    
```

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 78.55 0.00 -8.96 -1.15 0.00 0.00 -13.56 54.88
-----
    
```

Segment Leq : 54.88 dBA

Results segment # 2: HC_NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	-0.44	1.56

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.08	0.00	-7.41	-1.16	0.00	0.00	-13.63	54.88

Segment Leq : 54.88 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 32.07 + 0.00) = 32.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.56	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.07

Segment Leq : 32.07 dBA

Total Leq All Segments: 57.90 dBA

Results segment # 1: HC_SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.46	4.46

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.62	0.00	-8.11	-0.98	0.00	0.00	-4.98	60.55*
-90	90	0.54	74.62	0.00	-8.95	-1.26	0.00	0.00	0.00	64.41

* Bright Zone !

Segment Leq : 64.41 dBA

Results segment # 2: HC_NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	4.40

ROAD (0.00 + 61.12 + 0.00) = 61.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.82	0.00	-6.70	-0.99	0.00	0.00	-5.01	61.12

Segment Leq : 61.12 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.19	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.16

Segment Leq : 34.16 dBA

Total Leq All Segments: 66.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.90
(NIGHT): 66.08

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

```

-----
Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.36 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 78.55 0.00 -9.67 -1.15 0.00 0.00 -12.95 54.77
-----
  
```

Segment Leq : 54.77 dBA

Results segment # 2: HC_NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	-0.43	1.57

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.08	0.00	-7.94	-1.16	0.00	0.00	-13.04	54.94

Segment Leq : 54.94 dBA

Total Leq All Segments: 57.87 dBA

Results segment # 1: HC_SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.43	4.43

ROAD (0.00 + 63.63 + 0.00) = 63.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.62	0.00	-8.81	-0.98	0.00	0.00	-5.00	59.83*
-90	90	0.54	74.62	0.00	-9.73	-1.26	0.00	0.00	0.00	63.63

* Bright Zone !

Segment Leq : 63.63 dBA

Results segment # 2: HC_NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 4.50 ! 2.40 ! 4.40

ROAD (0.00 + 60.73 + 0.00) = 60.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.82	0.00	-7.09	-0.99	0.00	0.00	-5.01	60.73

Segment Leq : 60.73 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.87
(NIGHT): 65.43

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16935/3702 veh/TimePeriod *
Medium truck volume : 921/201 veh/TimePeriod *
Heavy truck volume : 7653/1673 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 30.00
Day (16 hrs) % of Total Volume : 82.06

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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

Car traffic volume : 17365/3999 veh/TimePeriod *
Medium truck volume : 745/172 veh/TimePeriod *
Heavy truck volume : 5388/1241 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28910
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.17
Heavy Truck % of Total Volume : 22.93
Day (16 hrs) % of Total Volume : 81.28

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	1.61 !	1.61

ROAD (0.00 + 72.05 + 0.00) = 72.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.35	0.00	-6.30	0.00	0.00	0.00	-4.98	67.06*
-90	90	0.00	78.35	0.00	-6.30	0.00	0.00	0.00	0.00	72.05

* Bright Zone !

Segment Leq : 72.05 dBA

Results segment # 2: HC_NB (day)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.19 !	1.50 !	1.61 !	1.61

ROAD (0.00 + 71.61 + 0.00) = 71.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-5.31	0.00	0.00	0.00	-4.98	66.63*
-90	90	0.00	76.93	0.00	-5.31	0.00	0.00	0.00	0.00	71.61

* Bright Zone !

Segment Leq : 71.61 dBA

Total Leq All Segments: 74.85 dBA

Results segment # 1: HC_SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	4.15	4.15

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-6.50	0.00	0.00	0.00	-0.23	68.03*
-90	90	0.00	74.75	0.00	-6.50	0.00	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Results segment # 2: HC_NB (night)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	4.50	3.94	3.94

ROAD (0.00 + 68.00 + 0.00) = 68.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-5.56	0.00	0.00	0.00	-0.29	67.71*
-90	90	0.00	73.56	0.00	-5.56	0.00	0.00	0.00	0.00	68.00

* Bright Zone !

Segment Leq : 68.00 dBA

Total Leq All Segments: 71.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.85
(NIGHT): 71.14

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 17269/1549 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.77
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 64.61 + 0.00) = 64.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-12.48	-1.41	0.00	0.00	0.00	64.61

Segment Leq : 64.61 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 64.50 + 0.00) = 64.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-11.07	-1.42	0.00	0.00	0.00	64.50

Segment Leq : 64.50 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 60.04 + 0.00) = 60.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.43	0.00	-2.39	0.00	0.00	0.00	0.00	60.04

Segment Leq : 60.04 dBA

Total Leq All Segments: 68.27 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-11.14	-1.26	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-9.66	-1.27	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.97	0.00	-2.86	0.00	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Total Leq All Segments: 65.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.27
(NIGHT): 65.72

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 14239/2892 veh/TimePeriod *
Medium truck volume : 661/134 veh/TimePeriod *
Heavy truck volume : 5503/1117 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 26.97
Day (16 hrs) % of Total Volume : 83.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 16723/3430 veh/TimePeriod *
Medium truck volume : 641/132 veh/TimePeriod *
Heavy truck volume : 4599/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 20.94
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 17269/1549 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 18818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.77

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.28 m

ROAD (0.00 + 73.66 + 0.00) = 73.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.95	0.00	-3.29	0.00	0.00	0.00	0.00	73.66

Segment Leq : 73.66 dBA

Results segment # 2: HC-NB (day)

Source height = 2.14 m

ROAD (0.00 + 75.99 + 0.00) = 75.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.27	0.00	-0.28	0.00	0.00	0.00	0.00	75.99

Segment Leq : 75.99 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.63 + 0.00) = 58.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.43	0.00	-3.80	0.00	0.00	0.00	0.00	58.63

Segment Leq : 58.63 dBA

Total Leq All Segments: 78.04 dBA

Results segment # 1: HC-SB (night)

Source height = 2.28 m

ROAD (0.00 + 69.35 + 0.00) = 69.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.03	0.00	-3.68	0.00	0.00	0.00	0.00	69.35

Segment Leq : 69.35 dBA

Results segment # 2: HC-NB (night)

Source height = 2.14 m

ROAD (0.00 + 71.38 + 0.00) = 71.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.40	0.00	-1.03	0.00	0.00	0.00	0.00	71.38

Segment Leq : 71.38 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.97	0.00	-1.86	0.00	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Total Leq All Segments: 73.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.04
(NIGHT): 73.53

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9008/2258 veh/TimePeriod *
Medium truck volume : 682/171 veh/TimePeriod *
Heavy truck volume : 5946/1490 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 38.03
Day (16 hrs) % of Total Volume : 79.96

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8631/2115 veh/TimePeriod *
Medium truck volume : 486/119 veh/TimePeriod *
Heavy truck volume : 3780/926 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 29.31
Day (16 hrs) % of Total Volume : 80.32

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.73 + 0.00) = 71.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.11	0.00	-7.38	0.00	0.00	0.00	0.00	71.73

Segment Leq : 71.73 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.33 m

ROAD (0.00 + 70.95 + 0.00) = 70.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.25	0.00	-6.30	0.00	0.00	0.00	0.00	70.95

Segment Leq : 70.95 dBA

Total Leq All Segments: 74.37 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 68.58 + 0.00) = 68.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.11	0.00	-7.53	0.00	0.00	0.00	0.00	68.58

Segment Leq : 68.58 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.33 m

ROAD (0.00 + 67.66 + 0.00) = 67.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.16	0.00	-6.50	0.00	0.00	0.00	0.00	67.66

Segment Leq : 67.66 dBA

Total Leq All Segments: 71.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.37
(NIGHT): 71.15

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8643/1830 veh/TimePeriod *
Medium truck volume : 668/141 veh/TimePeriod *
Heavy truck volume : 5871/1243 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.67
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11473/3152 veh/TimePeriod *
Medium truck volume : 673/185 veh/TimePeriod *
Heavy truck volume : 5323/1462 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.85
Heavy Truck % of Total Volume : 30.47
Day (16 hrs) % of Total Volume : 78.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 9643/810 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 10453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 60.01 + 0.00) = 60.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.05	0.00	-17.62	-1.41	0.00	0.00	0.00	60.01

Segment Leq : 60.01 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.35 m

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.72	0.00	-17.11	-1.41	0.00	0.00	0.00	60.20

Segment Leq : 60.20 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-17.33	-1.46	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Total Leq All Segments: 63.14 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.32	0.00	-16.76	-1.25	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.35 m

ROAD (0.00 + 58.58 + 0.00) = 58.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.12	0.00	-16.28	-1.26	0.00	0.00	0.00	58.58

Segment Leq : 58.58 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 34.27 + 0.00) = 34.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.16	0.00	-16.53	-1.35	0.00	0.00	0.00	34.27

Segment Leq : 34.27 dBA

Total Leq All Segments: 61.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.14
(NIGHT): 61.01

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 9643/810 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 10453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 68.92 + 0.00) = 68.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.23	0.00	-9.31	0.00	0.00	0.00	0.00	68.92

Segment Leq : 68.92 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 69.15 + 0.00) = 69.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.92	0.00	-8.77	0.00	0.00	0.00	0.00	69.15

Segment Leq : 69.15 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	0.00	0.00	0.00	0.00	0.00	59.90

Segment Leq : 59.90 dBA

Total Leq All Segments: 72.30 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 66.21 + 0.00) = 66.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.98	0.00	-8.77	0.00	0.00	0.00	0.00	66.21

Segment Leq : 66.21 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 66.54 + 0.00) = 66.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.69	0.00	-8.15	0.00	0.00	0.00	0.00	66.54

Segment Leq : 66.54 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-0.79	0.00	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Total Leq All Segments: 69.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.30
(NIGHT): 69.46

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7571/1789 veh/TimePeriod *
Medium truck volume : 559/132 veh/TimePeriod *
Heavy truck volume : 4775/1128 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 37.00
Day (16 hrs) % of Total Volume : 80.89

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10539/2540 veh/TimePeriod *
Medium truck volume : 572/138 veh/TimePeriod *
Heavy truck volume : 4255/1025 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19068
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 80.58

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.17	0.00	-22.40	-1.41	0.00	0.00	0.00	54.36

Segment Leq : 54.36 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.80	0.00	-22.13	-1.42	0.00	0.00	0.00	54.25

Segment Leq : 54.25 dBA

Total Leq All Segments: 57.32 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.91	0.00	-20.81	-1.25	0.00	0.00	0.00	52.85

Segment Leq : 52.85 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.63	0.00	-20.53	-1.26	0.00	0.00	0.00	52.84

Segment Leq : 52.84 dBA

Total Leq All Segments: 55.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.32
(NIGHT): 55.86

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8169/1853 veh/TimePeriod *
Medium truck volume : 499/113 veh/TimePeriod *
Heavy truck volume : 4138/939 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 32.31
Day (16 hrs) % of Total Volume : 81.51

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10963/2563 veh/TimePeriod *
Medium truck volume : 533/125 veh/TimePeriod *
Heavy truck volume : 3816/892 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.92
Day (16 hrs) % of Total Volume : 81.05

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 16564/1322 veh/TimePeriod *
Medium truck volume : 193/15 veh/TimePeriod *
Heavy truck volume : 142/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.14
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 92.61
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.38 ! 1.50 ! -0.72 ! 1.78
  
```

ROAD (0.00 + 60.67 + 0.00) = 60.67 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.60 0.00 -6.99 0.00 0.00 0.00 -9.94 60.67
-----
  
```

Segment Leq : 60.67 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	-0.70	!	1.80

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.38	0.00	-5.95	0.00	0.00	0.00	-10.29	61.14

Segment Leq : 61.14 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.96	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-10.62	0.00	0.00	0.00	-9.89	45.95

Segment Leq : 45.95 dBA

Total Leq All Segments: 63.99 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	4.50 !	1.27 !	3.77

ROAD (0.00 + 60.89 + 0.00) = 60.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-7.16	0.00	0.00	0.00	-6.12	60.89

Segment Leq : 60.89 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	1.01 !	3.51

ROAD (0.00 + 61.16 + 0.00) = 61.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.08	0.00	-6.16	0.00	0.00	0.00	-6.75	61.16

Segment Leq : 61.16 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	4.50	!	1.66	!	4.16

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.44	0.00	-10.41	0.00	0.00	0.00	-5.64	42.39

Segment Leq : 42.39 dBA

Total Leq All Segments: 64.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.99
(NIGHT): 64.07

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 16564/1322 veh/TimePeriod *
Medium truck volume : 193/15 veh/TimePeriod *
Heavy truck volume : 142/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.14
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 92.61
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.66 ! 1.66
  
```

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.22 0.00 -6.23 0.00 0.00 0.00 -7.31 63.67
-----
  
```

Segment Leq : 63.67 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.08	!	1.50	!	1.67	!	1.67

ROAD (0.00 + 64.38 + 0.00) = 64.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.62	0.00	-4.77	0.00	0.00	0.00	-7.48	64.38

Segment Leq : 64.38 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.96	!	1.50	!	1.45	!	1.45

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-9.41	0.00	0.00	0.00	-7.59	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 67.12 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.96	3.96

ROAD (0.00 + 67.43 + 0.00) = 67.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-6.43	0.00	0.00	0.00	-3.66	63.78*
-90	90	0.00	73.87	0.00	-6.43	0.00	0.00	0.00	0.00	67.43

* Bright Zone !

Segment Leq : 67.43 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.08	4.50	3.81	3.81

ROAD (0.00 + 67.71 + 0.00) = 67.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.85	0.00	-5.14	0.00	0.00	0.00	-3.89	63.82*
-90	90	0.00	72.85	0.00	-5.14	0.00	0.00	0.00	0.00	67.71

* Bright Zone !

Segment Leq : 67.71 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 4.16 ! 4.16

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.44	0.00	-9.51	0.00	0.00	0.00	-2.71	46.22*
-90	90	0.00	58.44	0.00	-9.51	0.00	0.00	0.00	0.00	48.93

* Bright Zone !

Segment Leq : 48.93 dBA

Total Leq All Segments: 70.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.12
(NIGHT): 70.61

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66
  
```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.61 ! 1.61
  
```

ROAD (0.00 + 62.93 + 0.00) = 62.93 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.22 0.00 -6.30 0.00 0.00 0.00 -7.98 62.93
-----
  
```

Segment Leq : 62.93 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.08	1.50	1.68	1.68

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	76.62	0.00	-4.18	-1.10	0.00	0.00	-8.23	63.12

Segment Leq : 63.12 dBA

Total Leq All Segments: 66.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	4.10	4.10

ROAD (0.00 + 67.37 + 0.00) = 67.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-6.50	0.00	0.00	0.00	-2.48	64.89*
-90	90	0.00	73.87	0.00	-6.50	0.00	0.00	0.00	0.00	67.37

* Bright Zone !

Segment Leq : 67.37 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.08	!	4.50	!	3.52	!	3.52

ROAD (0.00 + 66.47 + 0.00) = 66.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	72.85	0.00	-4.51	-0.92	0.00	0.00	-4.49	62.93*
-90	90	0.55	72.85	0.00	-5.11	-1.27	0.00	0.00	0.00	66.47

* Bright Zone !

Segment Leq : 66.47 dBA

Total Leq All Segments: 69.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.04
(NIGHT): 69.95

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3256/1170 veh/TimePeriod *
Medium truck volume : 334/120 veh/TimePeriod *
Heavy truck volume : 3061/1100 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9041
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 46.02
Day (16 hrs) % of Total Volume : 73.56

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 3340/1369 veh/TimePeriod *
Medium truck volume : 289/119 veh/TimePeriod *
Heavy truck volume : 2241/919 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 8278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.93
Heavy Truck % of Total Volume : 38.18
Day (16 hrs) % of Total Volume : 70.92
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 59.35 + 0.00) = 59.35 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 77.66 0.00 -10.22 -1.08 0.00 0.00 -7.01 59.35
-----
  
```

Segment Leq : 59.35 dBA

Results segment # 2: Hwy 401_SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 59.59 + 0.00) = 59.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.41	0.00	-8.73	-1.08	0.00	0.00	-7.01	59.59

Segment Leq : 59.59 dBA

Total Leq All Segments: 62.48 dBA

Results segment # 1: Hwy 401_NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.02	4.02

ROAD (0.00 + 63.84 + 0.00) = 63.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.23	0.00	-9.81	-0.90	0.00	0.00	-3.65	61.86*
-90	90	0.54	76.23	0.00	-11.13	-1.25	0.00	0.00	0.00	63.84

* Bright Zone !

Segment Leq : 63.84 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 64.68 + 0.00) = 64.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.55	0.00	-8.48	-0.90	0.00	0.00	-2.82	63.35*
-90	90	0.54	75.55	0.00	-9.62	-1.25	0.00	0.00	0.00	64.68

* Bright Zone !

Segment Leq : 64.68 dBA

Total Leq All Segments: 67.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.48
(NIGHT): 67.29

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 10273/1012 veh/TimePeriod *
Medium truck volume : 366/36 veh/TimePeriod *
Heavy truck volume : 859/85 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 7.47
Day (16 hrs) % of Total Volume : 91.03

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10

```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-23.28	-1.46	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-23.63	-1.46	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 3: Malden (day)

Source height = 1.65 m

ROAD (0.00 + 64.30 + 0.00) = 64.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.87	0.00	-5.56	0.00	0.00	0.00	0.00	64.30

Segment Leq : 64.30 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.13	0.00	-3.15	0.00	0.00	0.00	0.00	53.98

Segment Leq : 53.98 dBA

Total Leq All Segments: 64.92 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-22.19	-1.32	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-22.63	-1.33	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 3: Malden (night)

Source height = 1.65 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-5.80	0.00	0.00	0.00	0.00	57.03

Segment Leq : 57.03 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Total Leq All Segments: 57.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.92
(NIGHT): 57.93

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 22315/5433 veh/TimePeriod *
Medium truck volume : 782/190 veh/TimePeriod *
Heavy truck volume : 5545/1350 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.73
Heavy Truck % of Total Volume : 19.36
Day (16 hrs) % of Total Volume : 80.42

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 18399/3878 veh/TimePeriod *
Medium truck volume : 937/198 veh/TimePeriod *
Heavy truck volume : 7512/1584 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 32507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.59

```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-22.08	-1.46	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-22.50	-1.46	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.21 + 0.00) = 50.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.13	0.00	-5.46	-1.46	0.00	0.00	0.00	50.21

Segment Leq : 50.21 dBA

Results segment # 4: HC NB (day)

Source height = 2.10 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.12	0.00	-24.95	-1.43	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 5: HC SB (day)

Source height = 2.30 m

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.29	0.00	-24.67	-1.42	0.00	0.00	0.00	52.21

Segment Leq : 52.21 dBA

Total Leq All Segments: 57.81 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-20.80	-1.32	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-21.12	-1.33	0.00	0.00	0.00	42.87

Segment Leq : 42.87 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-2.34	-1.35	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 4: HC NB (night)

Source height = 2.10 m

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.99	0.00	-23.53	-1.27	0.00	0.00	0.00	49.19

Segment Leq : 49.19 dBA

Results segment # 5: HC SB (night)

Source height = 2.30 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.54	0.00	-23.26	-1.26	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Total Leq All Segments: 54.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.81
(NIGHT): 54.39

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 18399/3878 veh/TimePeriod *
Medium truck volume : 937/198 veh/TimePeriod *
Heavy truck volume : 7512/1584 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 32507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 22315/5433 veh/TimePeriod *
Medium truck volume : 782/190 veh/TimePeriod *
Heavy truck volume : 5545/1350 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.73
Heavy Truck % of Total Volume : 19.36
Day (16 hrs) % of Total Volume : 80.42

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-24.11	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-24.44	-1.46	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 3: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.29	0.00	-21.43	-1.42	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

Results segment # 4: HC-NB (day)

Source height = 2.10 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.12	0.00	-21.87	-1.43	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.13	0.00	-14.49	-1.46	0.00	0.00	0.00	41.18

Segment Leq : 41.18 dBA

Total Leq All Segments: 58.70 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-22.96	-1.32	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-23.39	-1.33	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Results segment # 3: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.54	0.00	-20.18	-1.26	0.00	0.00	0.00	53.10

Segment Leq : 53.10 dBA

Results segment # 4: HC-NB (night)

Source height = 2.10 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.99	0.00	-20.61	-1.27	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 33.97 + 0.00) = 33.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-14.15	-1.35	0.00	0.00	0.00	33.97

Segment Leq : 33.97 dBA

Total Leq All Segments: 56.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.70
(NIGHT): 56.03

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 17204/1687 veh/TimePeriod *
Medium truck volume : 226/22 veh/TimePeriod *
Heavy truck volume : 114/11 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.07
    
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: HC-SB (day)

Source height = 2.36 m

ROAD (0.00 + 59.50 + 0.00) = 59.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.55	0.00	-17.63	-1.41	0.00	0.00	0.00	59.50

Segment Leq : 59.50 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.08	0.00	-18.20	-1.42	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

ROAD (0.00 + 40.42 + 0.00) = 40.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.48	0.00	-22.60	-1.46	0.00	0.00	0.00	40.42

Segment Leq : 40.42 dBA

Total Leq All Segments: 61.64 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

ROAD (0.00 + 57.04 + 0.00) = 57.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.62	0.00	-16.32	-1.26	0.00	0.00	0.00	57.04

Segment Leq : 57.04 dBA

Results segment # 2: HC-NB (night)

Source height = 2.17 m

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.82	0.00	-17.02	-1.27	0.00	0.00	0.00	55.53

Segment Leq : 55.53 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

ROAD (0.00 + 34.36 + 0.00) = 34.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.38	0.00	-21.69	-1.33	0.00	0.00	0.00	34.36

Segment Leq : 34.36 dBA

Total Leq All Segments: 59.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.64
(NIGHT): 59.37

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	1.55	1.55

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.55	0.00	-13.59	-1.25	0.00	0.00	-5.00	58.70*
-90	90	0.63	78.55	0.00	-14.39	-1.41	0.00	0.00	0.00	62.74

* Bright Zone !

Segment Leq : 62.74 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	1.53	1.53

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.08	0.00	-14.53	-1.26	0.00	0.00	-5.00	56.29*
-90	90	0.64	77.08	0.00	-15.38	-1.42	0.00	0.00	0.00	60.28

* Bright Zone !

Segment Leq : 60.28 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.38	1.38

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-3.01	0.00	0.00	0.00	-5.07	56.45

Segment Leq : 56.45 dBA

Total Leq All Segments: 65.30 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	4.44	4.44

ROAD (0.00 + 59.94 + 0.00) = 59.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	74.62	0.00	-12.63	-1.09	0.00	0.00	-0.07	60.84*
-90	90	0.54	74.62	0.00	-13.42	-1.26	0.00	0.00	0.00	59.94

* Bright Zone !

Segment Leq : 59.94 dBA

Results segment # 2: HC-NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.44	4.44

ROAD (0.00 + 58.17 + 0.00) = 58.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.82	0.00	-13.53	-1.10	0.00	0.00	-0.07	59.12*
-90	90	0.55	73.82	0.00	-14.38	-1.27	0.00	0.00	0.00	58.17

* Bright Zone !

Segment Leq : 58.17 dBA

Results segment # 3: Lambton (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	5.70	5.70

ROAD (0.00 + 56.11 + 0.00) = 56.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	99.00	155.11
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	0.00	56.11

* Bright Zone !

Segment Leq : 56.11 dBA

Total Leq All Segments: 63.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.30
(NIGHT): 63.12

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	1.55	1.55

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.55	0.00	-13.59	-1.25	0.00	0.00	-5.00	58.70*
-90	90	0.63	78.55	0.00	-14.39	-1.41	0.00	0.00	0.00	62.74

* Bright Zone !

Segment Leq : 62.74 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	1.53	1.53

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.08	0.00	-14.53	-1.26	0.00	0.00	-5.00	56.29*
-90	90	0.64	77.08	0.00	-15.38	-1.42	0.00	0.00	0.00	60.28

* Bright Zone !

Segment Leq : 60.28 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.38	1.38

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-3.01	0.00	0.00	0.00	-5.07	56.45

Segment Leq : 56.45 dBA

Total Leq All Segments: 65.30 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	4.44	4.44

ROAD (0.00 + 59.94 + 0.00) = 59.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	74.62	0.00	-12.63	-1.09	0.00	0.00	-0.07	60.84*
-90	90	0.54	74.62	0.00	-13.42	-1.26	0.00	0.00	0.00	59.94

* Bright Zone !

Segment Leq : 59.94 dBA

Results segment # 2: HC-NB (night)

 Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.44	4.44

ROAD (0.00 + 58.17 + 0.00) = 58.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.82	0.00	-13.53	-1.10	0.00	0.00	-0.07	59.12*
-90	90	0.55	73.82	0.00	-14.38	-1.27	0.00	0.00	0.00	58.17

* Bright Zone !

Segment Leq : 58.17 dBA

Results segment # 3: Lambton (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	5.70	5.70

ROAD (0.00 + 56.11 + 0.00) = 56.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	99.00	155.11
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	0.00	56.11

* Bright Zone !

Segment Leq : 56.11 dBA

Total Leq All Segments: 63.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.30
 (NIGHT): 63.12

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16935/3702 veh/TimePeriod *
Medium truck volume : 921/201 veh/TimePeriod *
Heavy truck volume : 7653/1673 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 30.00
Day (16 hrs) % of Total Volume : 82.06

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17365/3999 veh/TimePeriod *
Medium truck volume : 745/172 veh/TimePeriod *
Heavy truck volume : 5388/1241 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28910
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.17
Heavy Truck % of Total Volume : 22.93
Day (16 hrs) % of Total Volume : 81.28

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.34 ! 1.50 ! -0.42 ! 1.58
  
```

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.35 0.00 -7.97 0.00 0.00 0.00 -9.98 60.40
-----
  
```

Segment Leq : 60.40 dBA

Results segment # 2: HC-NB (day)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	1.50	-0.44	1.56

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-8.61	0.00	0.00	0.00	-9.99	58.32

Segment Leq : 58.32 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-0.59	1.41

ROAD (0.00 + 47.88 + 0.00) = 47.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-6.09	0.00	0.00	0.00	-10.55	47.88

Segment Leq : 47.88 dBA

Total Leq All Segments: 62.64 dBA

Results segment # 1: HC-SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.36	4.36

ROAD (0.00 + 66.93 + 0.00) = 66.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.83	0.00	0.00	0.00	-4.06	62.86*
-90	90	0.00	74.75	0.00	-7.83	0.00	0.00	0.00	0.00	66.93

* Bright Zone !

Segment Leq : 66.93 dBA

Results segment # 2: HC-NB (night)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	4.50	2.37	4.37

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-8.49	0.00	0.00	0.00	-4.03	61.04*
-90	90	0.00	73.56	0.00	-8.49	0.00	0.00	0.00	0.00	65.07

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 3: Lambton (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 1.82 ! 3.82

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-6.30	0.00	0.00	0.00	-5.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 69.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.64
(NIGHT): 69.13

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

```

-----
Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

```

Data for Segment # 2: HC-NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 59.41 + 0.00) = 59.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-17.68	-1.41	0.00	0.00	0.00	59.41

Segment Leq : 59.41 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-18.37	-1.42	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Total Leq All Segments: 61.45 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-16.63	-1.26	0.00	0.00	0.00	56.86

Segment Leq : 56.86 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-17.26	-1.27	0.00	0.00	0.00	55.08

Segment Leq : 55.08 dBA

Total Leq All Segments: 59.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.45
(NIGHT): 59.07

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 20866/1534 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 22400
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.15

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-22.72	-1.41	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-23.10	-1.42	0.00	0.00	0.00	52.47

Segment Leq : 52.47 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-4.96	0.00	0.00	0.00	0.00	58.30

Segment Leq : 58.30 dBA

Total Leq All Segments: 60.52 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-21.41	-1.26	0.00	0.00	0.00	52.08

Segment Leq : 52.08 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-21.75	-1.27	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.93	0.00	-2.22	0.00	0.00	0.00	0.00	52.71

Segment Leq : 52.71 dBA

Total Leq All Segments: 56.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.52
(NIGHT): 56.65

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 14239/2892 veh/TimePeriod *
Medium truck volume : 661/134 veh/TimePeriod *
Heavy truck volume : 5503/1117 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 26.97
Day (16 hrs) % of Total Volume : 83.12

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 16723/3430 veh/TimePeriod *
Medium truck volume : 641/132 veh/TimePeriod *
Heavy truck volume : 4599/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 20.94
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 20866/1534 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 22400
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.15
  
```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC Rd-SB (day)

Source height = 2.28 m

ROAD (0.00 + 52.56 + 0.00) = 52.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.95	0.00	-22.97	-1.42	0.00	0.00	0.00	52.56

Segment Leq : 52.56 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.14 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.27	0.00	-23.38	-1.42	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 55.10 + 0.00) = 55.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.26	0.00	-6.70	-1.46	0.00	0.00	0.00	55.10

Segment Leq : 55.10 dBA

Total Leq All Segments: 58.09 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.28 m

ROAD (0.00 + 50.31 + 0.00) = 50.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.03	0.00	-21.46	-1.26	0.00	0.00	0.00	50.31

Segment Leq : 50.31 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.14 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.40	0.00	-21.75	-1.27	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.93	0.00	-4.08	-1.35	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Total Leq All Segments: 54.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.09
(NIGHT): 54.52

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 9010/2253 veh/TimePeriod *
Medium truck volume : 688/172 veh/TimePeriod *
Heavy truck volume : 5944/1486 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.00
Day (16 hrs) % of Total Volume : 80.00

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 8626/2116 veh/TimePeriod *
Medium truck volume : 490/120 veh/TimePeriod *
Heavy truck volume : 3778/927 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 29.30
Day (16 hrs) % of Total Volume : 80.30

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 15858/1286 veh/TimePeriod *
Medium truck volume : 231/19 veh/TimePeriod *
Heavy truck volume : 429/35 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 2.60
Day (16 hrs) % of Total Volume : 92.50
  
```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot EB (day)

Source height = 2.40 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.11	0.00	-20.58	-1.41	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.33 m

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.25	0.00	-20.91	-1.42	0.00	0.00	0.00	54.93

Segment Leq : 54.93 dBA

Results segment # 3: HC line (day)

Source height = 1.27 m

ROAD (0.00 + 47.79 + 0.00) = 47.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.30	0.00	-19.06	-1.46	0.00	0.00	0.00	47.79

Segment Leq : 47.79 dBA

Total Leq All Segments: 59.48 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.40 m

ROAD (0.00 + 55.50 + 0.00) = 55.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.10	0.00	-19.34	-1.25	0.00	0.00	0.00	55.50

Segment Leq : 55.50 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.33 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.16	0.00	-19.66	-1.26	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: HC line (night)

Source height = 1.27 m

ROAD (0.00 + 40.91 + 0.00) = 40.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.42	0.00	-18.20	-1.31	0.00	0.00	0.00	40.91

Segment Leq : 40.91 dBA

Total Leq All Segments: 57.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.48
(NIGHT): 57.62

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9008/2258 veh/TimePeriod *
Medium truck volume : 682/171 veh/TimePeriod *
Heavy truck volume : 5946/1490 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 38.03
Day (16 hrs) % of Total Volume : 79.96

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8631/2115 veh/TimePeriod *
Medium truck volume : 486/119 veh/TimePeriod *
Heavy truck volume : 3780/926 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 29.31
Day (16 hrs) % of Total Volume : 80.32

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.00 + 0.00) = 61.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.11	0.00	-16.70	-1.41	0.00	0.00	0.00	61.00

Segment Leq : 61.00 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.33 m

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.25	0.00	-17.45	-1.41	0.00	0.00	0.00	58.39

Segment Leq : 58.39 dBA

Total Leq All Segments: 62.90 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 58.95 + 0.00) = 58.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.11	0.00	-15.90	-1.25	0.00	0.00	0.00	58.95

Segment Leq : 58.95 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.33 m

ROAD (0.00 + 56.30 + 0.00) = 56.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.16	0.00	-16.60	-1.26	0.00	0.00	0.00	56.30

Segment Leq : 56.30 dBA

Total Leq All Segments: 60.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.90
(NIGHT): 60.83

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8643/1830 veh/TimePeriod *
Medium truck volume : 668/141 veh/TimePeriod *
Heavy truck volume : 5871/1243 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.67
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11473/3152 veh/TimePeriod *
Medium truck volume : 673/185 veh/TimePeriod *
Heavy truck volume : 5323/1462 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.85
Heavy Truck % of Total Volume : 30.47
Day (16 hrs) % of Total Volume : 78.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 16585/1147 veh/TimePeriod *
Medium truck volume : 452/31 veh/TimePeriod *
Heavy truck volume : 226/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 18458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.62
Heavy Truck % of Total Volume : 1.31
Day (16 hrs) % of Total Volume : 93.53
    
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.56 + 0.00) = 58.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.05	0.00	-19.08	-1.41	0.00	0.00	0.00	58.56

Segment Leq : 58.56 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.35 m

ROAD (0.00 + 57.72 + 0.00) = 57.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.72	0.00	-19.59	-1.41	0.00	0.00	0.00	57.72

Segment Leq : 57.72 dBA

Results segment # 3: Cousineau (day)

Source height = 1.07 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.78	0.00	-5.68	-1.46	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.32	0.00	-17.81	-1.25	0.00	0.00	0.00	56.25

Segment Leq : 56.25 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.35 m

ROAD (0.00 + 56.55 + 0.00) = 56.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.12	0.00	-18.31	-1.26	0.00	0.00	0.00	56.55

Segment Leq : 56.55 dBA

Results segment # 3: Cousineau (night)

Source height = 1.08 m

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.23	0.00	-2.31	-1.32	0.00	0.00	0.00	53.59

Segment Leq : 53.59 dBA

Total Leq All Segments: 60.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 60.42

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 16585/1147 veh/TimePeriod *
Medium truck volume : 452/31 veh/TimePeriod *
Heavy truck volume : 226/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 18458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.62
Heavy Truck % of Total Volume : 1.31
Day (16 hrs) % of Total Volume : 93.53

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.07 + 0.00) = 71.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.23	0.00	-7.16	0.00	0.00	0.00	0.00	71.07

Segment Leq : 71.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 69.94 + 0.00) = 69.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.92	0.00	-7.97	0.00	0.00	0.00	0.00	69.94

Segment Leq : 69.94 dBA

Results segment # 3: Cousineau (day)

Source height = 1.07 m

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.78	0.00	-4.37	0.00	0.00	0.00	0.00	61.42

Segment Leq : 61.42 dBA

Total Leq All Segments: 73.81 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 67.99 + 0.00) = 67.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.98	0.00	-6.99	0.00	0.00	0.00	0.00	67.99

Segment Leq : 67.99 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 66.86 + 0.00) = 66.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.69	0.00	-7.83	0.00	0.00	0.00	0.00	66.86

Segment Leq : 66.86 dBA

Results segment # 3: Cousineau (night)

Source height = 1.08 m

ROAD (0.00 + 53.55 + 0.00) = 53.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.23	0.00	-3.68	0.00	0.00	0.00	0.00	53.55

Segment Leq : 53.55 dBA

Total Leq All Segments: 70.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.81
(NIGHT): 70.56

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.23	0.00	-11.41	-1.41	0.00	0.00	0.00	65.40

Segment Leq : 65.40 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 63.93 + 0.00) = 63.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.92	0.00	-12.57	-1.42	0.00	0.00	0.00	63.93

Segment Leq : 63.93 dBA

Total Leq All Segments: 67.74 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.98	0.00	-11.05	-1.25	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.69	0.00	-12.18	-1.26	0.00	0.00	0.00	61.25

Segment Leq : 61.25 dBA

Total Leq All Segments: 65.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.74
(NIGHT): 65.03

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8169/1853 veh/TimePeriod *
Medium truck volume : 499/113 veh/TimePeriod *
Heavy truck volume : 4138/939 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 32.31
Day (16 hrs) % of Total Volume : 81.51

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10963/2563 veh/TimePeriod *
Medium truck volume : 533/125 veh/TimePeriod *
Heavy truck volume : 3816/892 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.92
Day (16 hrs) % of Total Volume : 81.05

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 12060/992   veh/TimePeriod  *
Medium truck volume :   198/16   veh/TimePeriod  *
Heavy truck volume  :    99/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 13373
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 1.60
Heavy Truck % of Total Volume     : 0.80
Day (16 hrs) % of Total Volume    : 92.40
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography     :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.60	0.00	-18.89	-1.41	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 56.54 + 0.00) = 56.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.38	0.00	-19.42	-1.42	0.00	0.00	0.00	56.54

Segment Leq : 56.54 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.21	0.00	-9.23	-1.46	0.00	0.00	0.00	54.52

Segment Leq : 54.52 dBA

Total Leq All Segments: 61.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.17	0.00	-17.94	-1.25	0.00	0.00	0.00	54.97

Segment Leq : 54.97 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.08	0.00	-18.44	-1.26	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.34	0.00	-9.20	-1.33	0.00	0.00	0.00	46.81

Segment Leq : 46.81 dBA

Total Leq All Segments: 58.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.04
(NIGHT): 58.03

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 11689/918   veh/TimePeriod  *
Medium truck volume :   211/17   veh/TimePeriod  *
Heavy truck volume  :   106/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 12949
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.76
Heavy Truck % of Total Volume    : 0.88
Day (16 hrs) % of Total Volume   : 92.72
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-12.15	0.00	0.00	0.00	0.00	65.07

Segment Leq : 65.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.62	0.00	-12.44	0.00	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-9.07	0.00	0.00	0.00	0.00	56.17

Segment Leq : 56.17 dBA

Total Leq All Segments: 67.96 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.26 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-11.80	0.00	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.08 m

ROAD (0.00 + 60.74 + 0.00) = 60.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.85	0.00	-12.11	0.00	0.00	0.00	0.00	60.74

Segment Leq : 60.74 dBA

Results segment # 3: Howard (night)

Source height = 0.96 m

ROAD (0.00 + 48.18 + 0.00) = 48.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.17	0.00	-8.99	0.00	0.00	0.00	0.00	48.18

Segment Leq : 48.18 dBA

Total Leq All Segments: 64.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.96
(NIGHT): 64.57

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3256/1170 veh/TimePeriod *
Medium truck volume : 334/120 veh/TimePeriod *
Heavy truck volume : 3061/1100 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9041
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 46.02
Day (16 hrs) % of Total Volume : 73.56

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 3340/1369 veh/TimePeriod *
Medium truck volume : 289/119 veh/TimePeriod *
Heavy truck volume : 2241/919 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 8278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.93
Heavy Truck % of Total Volume : 38.18
Day (16 hrs) % of Total Volume : 70.92

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 62.32 + 0.00) = 62.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.66	0.00	-13.93	-1.41	0.00	0.00	0.00	62.32

Segment Leq : 62.32 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.41	0.00	-14.86	-1.41	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Total Leq All Segments: 64.37 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.23	0.00	-13.35	-1.25	0.00	0.00	0.00	61.62

Segment Leq : 61.62 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.55	0.00	-14.21	-1.25	0.00	0.00	0.00	60.09

Segment Leq : 60.09 dBA

Total Leq All Segments: 63.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.37
(NIGHT): 63.93

**APPENDIX B.1.4 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
BASELINE 2035**

DRAFT

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```

-----
Car traffic volume : 6035/699 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 6734
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.62
  
```

Data for Segment # 3: Lebelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 79.29 0.00 -8.95 -1.15 0.00 0.00 -13.55 55.64
-----
  
```

Segment Leq : 55.64 dBA

Results segment # 2: HC_NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	-0.44	1.56

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.80	0.00	-7.40	-1.16	0.00	0.00	-13.62	55.62

Segment Leq : 55.62 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 32.38 + 0.00) = 32.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.87	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.38

Segment Leq : 32.38 dBA

Total Leq All Segments: 58.65 dBA

Results segment # 1: HC_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.46 !	4.46

ROAD (0.00 + 65.33 + 0.00) = 65.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	75.53	0.00	-8.10	-0.97	0.00	0.00	-4.98	61.47*
-90	90	0.54	75.53	0.00	-8.95	-1.25	0.00	0.00	0.00	65.33

* Bright Zone !

Segment Leq : 65.33 dBA

Results segment # 2: HC_NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	2.40 !	4.40

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.64	0.00	-6.69	-0.98	0.00	0.00	-5.01	61.95

Segment Leq : 61.95 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.48 + 0.00) = 34.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.52	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.48

Segment Leq : 34.48 dBA

Total Leq All Segments: 66.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.65
(NIGHT): 66.97

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

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

```

-----
Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.43 ! 1.57
  
```

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 79.29 0.00 -9.67 -1.15 0.00 0.00 -12.94 55.53
-----
  
```

Segment Leq : 55.53 dBA

Results segment # 2: HC_NB (day)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	-0.43	1.57

ROAD (0.00 + 55.68 + 0.00) = 55.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.80	0.00	-7.93	-1.16	0.00	0.00	-13.02	55.68

Segment Leq : 55.68 dBA

Total Leq All Segments: 58.62 dBA

Results segment # 1: HC_SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.43	4.43

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	75.53	0.00	-8.80	-0.97	0.00	0.00	-5.00	60.75*
-90	90	0.54	75.53	0.00	-9.72	-1.25	0.00	0.00	0.00	64.55

* Bright Zone !

Segment Leq : 64.55 dBA

Results segment # 2: HC_NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 4.50 ! 2.41 ! 4.41

ROAD (0.00 + 61.56 + 0.00) = 61.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.64	0.00	-7.08	-0.98	0.00	0.00	-5.01	61.56

Segment Leq : 61.56 dBA

Total Leq All Segments: 66.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.62
(NIGHT): 66.32

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 16992/3862 veh/TimePeriod *
Medium truck volume : 1082/246 veh/TimePeriod *
Heavy truck volume : 9100/2068 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.98
Heavy Truck % of Total Volume : 33.49
Day (16 hrs) % of Total Volume : 81.48

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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

Car traffic volume : 17743/4175 veh/TimePeriod *
Medium truck volume : 843/198 veh/TimePeriod *
Heavy truck volume : 6348/1494 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30801
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 25.46
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.61	1.61

ROAD (0.00 + 72.77 + 0.00) = 72.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-6.30	0.00	0.00	0.00	-4.98	67.79*
-90	90	0.00	79.07	0.00	-6.30	0.00	0.00	0.00	0.00	72.77

* Bright Zone !

Segment Leq : 72.77 dBA

Results segment # 2: HC_NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	1.62	1.62

ROAD (0.00 + 72.28 + 0.00) = 72.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.60	0.00	-5.31	0.00	0.00	0.00	-4.98	67.31*
-90	90	0.00	77.60	0.00	-5.31	0.00	0.00	0.00	0.00	72.28

* Bright Zone !

Segment Leq : 72.28 dBA

Total Leq All Segments: 75.54 dBA

Results segment # 1: HC_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.16	4.16

ROAD (0.00 + 69.15 + 0.00) = 69.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.65	0.00	-6.50	0.00	0.00	0.00	-0.23	68.92*
-90	90	0.00	75.65	0.00	-6.50	0.00	0.00	0.00	0.00	69.15

* Bright Zone !

Segment Leq : 69.15 dBA

Results segment # 2: HC_NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	3.96	3.96

ROAD (0.00 + 68.76 + 0.00) = 68.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.32	0.00	-5.56	0.00	0.00	0.00	-0.28	68.48*
-90	90	0.00	74.32	0.00	-5.56	0.00	0.00	0.00	0.00	68.76

* Bright Zone !

Segment Leq : 68.76 dBA

Total Leq All Segments: 71.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.54
(NIGHT): 71.97

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 18714/1694 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 20408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.70

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.37 + 0.00) = 65.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-12.47	-1.41	0.00	0.00	0.00	65.37

Segment Leq : 65.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 65.18 + 0.00) = 65.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-11.06	-1.42	0.00	0.00	0.00	65.18

Segment Leq : 65.18 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.78	0.00	-2.39	0.00	0.00	0.00	0.00	60.39

Segment Leq : 60.39 dBA

Total Leq All Segments: 68.94 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-11.13	-1.25	0.00	0.00	0.00	63.25

Segment Leq : 63.25 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 63.44 + 0.00) = 63.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-9.64	-1.26	0.00	0.00	0.00	63.44

Segment Leq : 63.44 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.36	0.00	-2.86	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 66.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.94
(NIGHT): 66.53

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 14631/3016 veh/TimePeriod *
Medium truck volume : 756/156 veh/TimePeriod *
Heavy truck volume : 6402/1320 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26280
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 29.38
Day (16 hrs) % of Total Volume : 82.91

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17063/3554 veh/TimePeriod *
Medium truck volume : 911/190 veh/TimePeriod *
Heavy truck volume : 5384/1122 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 23.05
Day (16 hrs) % of Total Volume : 82.76

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 18714/1694 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 20408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.70
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.33 m

ROAD (0.00 + 74.29 + 0.00) = 74.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.58	0.00	-3.29	0.00	0.00	0.00	0.00	74.29

Segment Leq : 74.29 dBA

Results segment # 2: HC-NB (day)

Source height = 2.19 m

ROAD (0.00 + 76.67 + 0.00) = 76.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.95	0.00	-0.28	0.00	0.00	0.00	0.00	76.67

Segment Leq : 76.67 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.78	0.00	-3.80	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Total Leq All Segments: 78.70 dBA

Results segment # 1: HC-SB (night)

Source height = 2.33 m

ROAD (0.00 + 70.05 + 0.00) = 70.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.73	0.00	-3.68	0.00	0.00	0.00	0.00	70.05

Segment Leq : 70.05 dBA

Results segment # 2: HC-NB (night)

Source height = 2.19 m

ROAD (0.00 + 72.12 + 0.00) = 72.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.15	0.00	-1.03	0.00	0.00	0.00	0.00	72.12

Segment Leq : 72.12 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.36	0.00	-1.86	0.00	0.00	0.00	0.00	53.50

Segment Leq : 53.50 dBA

Total Leq All Segments: 74.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.70
(NIGHT): 74.25

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8548/2219 veh/TimePeriod *
Medium truck volume : 836/217 veh/TimePeriod *
Heavy truck volume : 7410/1924 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 44.12
Day (16 hrs) % of Total Volume : 79.39

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 8193/2200 veh/TimePeriod *
Medium truck volume : 549/147 veh/TimePeriod *
Heavy truck volume : 4447/1194 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 33.72
Day (16 hrs) % of Total Volume : 78.83

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 72.64 + 0.00) = 72.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.38	0.00	0.00	0.00	0.00	72.64

Segment Leq : 72.64 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 71.60 + 0.00) = 71.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.90	0.00	-6.30	0.00	0.00	0.00	0.00	71.60

Segment Leq : 71.60 dBA

Total Leq All Segments: 75.16 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 69.64 + 0.00) = 69.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.17	0.00	-7.53	0.00	0.00	0.00	0.00	69.64

Segment Leq : 69.64 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 68.70 + 0.00) = 68.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-6.50	0.00	0.00	0.00	0.00	68.70

Segment Leq : 68.70 dBA

Total Leq All Segments: 72.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.16
(NIGHT): 72.21

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8206/1789 veh/TimePeriod *
Medium truck volume : 819/179 veh/TimePeriod *
Heavy truck volume : 7325/1597 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 44.80
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10960/3290 veh/TimePeriod *
Medium truck volume : 767/230 veh/TimePeriod *
Heavy truck volume : 6323/1898 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23469
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.25
Heavy Truck % of Total Volume : 35.03
Day (16 hrs) % of Total Volume : 76.91

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 10352/878   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 11230
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.18

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 60.93 + 0.00) = 60.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.96	0.00	-17.62	-1.41	0.00	0.00	0.00	60.93

Segment Leq : 60.93 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.91 + 0.00) = 60.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.41	0.00	-17.09	-1.41	0.00	0.00	0.00	60.91

Segment Leq : 60.91 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.21	0.00	-17.33	-1.46	0.00	0.00	0.00	41.42

Segment Leq : 41.42 dBA

Total Leq All Segments: 63.95 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.36	0.00	-16.76	-1.25	0.00	0.00	0.00	58.34

Segment Leq : 58.34 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.20	0.00	-16.27	-1.25	0.00	0.00	0.00	59.67

Segment Leq : 59.67 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.51	0.00	-16.53	-1.35	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.95
(NIGHT): 62.07

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 10352/878   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 11230
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.18
    
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 69.76 + 0.00) = 69.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-9.31	0.00	0.00	0.00	0.00	69.76

Segment Leq : 69.76 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 69.76 + 0.00) = 69.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.53	0.00	-8.77	0.00	0.00	0.00	0.00	69.76

Segment Leq : 69.76 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.21	0.00	0.00	0.00	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Total Leq All Segments: 73.00 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-8.77	0.00	0.00	0.00	0.00	67.16

Segment Leq : 67.16 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 67.49 + 0.00) = 67.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.64	0.00	-8.15	0.00	0.00	0.00	0.00	67.49

Segment Leq : 67.49 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 51.71 + 0.00) = 51.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.51	0.00	-0.79	0.00	0.00	0.00	0.00	51.71

Segment Leq : 51.71 dBA

Total Leq All Segments: 70.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.00
(NIGHT): 70.40

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7267/1758 veh/TimePeriod *
Medium truck volume : 672/163 veh/TimePeriod *
Heavy truck volume : 5856/1417 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17131
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.45
Day (16 hrs) % of Total Volume : 80.52

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10080/2654 veh/TimePeriod *
Medium truck volume : 631/166 veh/TimePeriod *
Heavy truck volume : 4917/1294 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19743
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 31.46
Day (16 hrs) % of Total Volume : 79.16

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.01	0.00	-22.40	-1.41	0.00	0.00	0.00	55.20

Segment Leq : 55.20 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.37 m

ROAD (0.00 + 54.85 + 0.00) = 54.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.37	0.00	-22.10	-1.41	0.00	0.00	0.00	54.85

Segment Leq : 54.85 dBA

Total Leq All Segments: 58.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.86	0.00	-20.81	-1.25	0.00	0.00	0.00	53.79

Segment Leq : 53.79 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.37 m

ROAD (0.00 + 53.83 + 0.00) = 53.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.58	0.00	-20.50	-1.26	0.00	0.00	0.00	53.83

Segment Leq : 53.83 dBA

Total Leq All Segments: 56.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.04
(NIGHT): 56.82

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8054/1857 veh/TimePeriod *
Medium truck volume : 594/137 veh/TimePeriod *
Heavy truck volume : 5045/1163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16851
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 36.84
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10562/2684 veh/TimePeriod *
Medium truck volume : 593/151 veh/TimePeriod *
Heavy truck volume : 4438/1127 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 28.46
Day (16 hrs) % of Total Volume : 79.74

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 17834/1419 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 19652
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.63
    
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.71 ! 1.79
    
```

ROAD (0.00 + 61.49 + 0.00) = 61.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.41 0.00 -6.99 0.00 0.00 0.00 -9.93 61.49
-----
    
```

Segment Leq : 61.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.31	!	1.50	!	-0.67	!	1.83

ROAD (0.00 + 61.79 + 0.00) = 61.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.97	0.00	-5.95	0.00	0.00	0.00	-10.24	61.79

Segment Leq : 61.79 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 46.27 + 0.00) = 46.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.77	0.00	-10.62	0.00	0.00	0.00	-9.89	46.27

Segment Leq : 46.27 dBA

Total Leq All Segments: 64.72 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	1.27	!	3.77

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.05	0.00	-7.16	0.00	0.00	0.00	-6.11	61.78

Segment Leq : 61.78 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.31	!	4.50	!	1.05	!	3.55

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.03	0.00	-6.16	0.00	0.00	0.00	-6.69	62.17

Segment Leq : 62.17 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 1.66 ! 4.16

ROAD (0.00 + 42.76 + 0.00) = 42.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.82	0.00	-10.41	0.00	0.00	0.00	-5.64	42.76

Segment Leq : 42.76 dBA

Total Leq All Segments: 65.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.72
(NIGHT): 65.02

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 17834/1419 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 19652
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.63
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.87 0.00 -6.23 0.00 0.00 0.00 -7.28 64.36
-----
  
```

Segment Leq : 64.36 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	1.69 !	1.69

ROAD (0.00 + 64.96 + 0.00) = 64.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-4.77	0.00	0.00	0.00	-7.43	64.96

Segment Leq : 64.96 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.95 !	1.50 !	1.45 !	1.45

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.77	0.00	-9.41	0.00	0.00	0.00	-7.59	49.77

Segment Leq : 49.77 dBA

Total Leq All Segments: 67.75 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.97	3.97

ROAD (0.00 + 68.12 + 0.00) = 68.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-6.43	0.00	0.00	0.00	-3.61	64.52*
-90	90	0.00	74.56	0.00	-6.43	0.00	0.00	0.00	0.00	68.12

* Bright Zone !

Segment Leq : 68.12 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	3.83	3.83

ROAD (0.00 + 68.52 + 0.00) = 68.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.66	0.00	-5.14	0.00	0.00	0.00	-3.83	64.68*
-90	90	0.00	73.66	0.00	-5.14	0.00	0.00	0.00	0.00	68.52

* Bright Zone !

Segment Leq : 68.52 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 4.16 ! 4.16

ROAD (0.00 + 49.31 + 0.00) = 49.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.82	0.00	-9.51	0.00	0.00	0.00	-2.71	46.60*
-90	90	0.00	58.82	0.00	-9.51	0.00	0.00	0.00	0.00	49.31

* Bright Zone !

Segment Leq : 49.31 dBA

Total Leq All Segments: 71.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.75
(NIGHT): 71.36

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75
  
```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 1.61 ! 1.61
  
```

ROAD (0.00 + 63.61 + 0.00) = 63.61 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.87 0.00 -6.30 0.00 0.00 0.00 0.00 -7.96 63.61
-----
  
```

Segment Leq : 63.61 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	1.70	1.70

ROAD (0.00 + 63.72 + 0.00) = 63.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	77.16	0.00	-4.17	-1.09	0.00	0.00	-8.17	63.72

Segment Leq : 63.72 dBA

Total Leq All Segments: 66.68 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	4.08	4.08

ROAD (0.00 + 68.06 + 0.00) = 68.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-6.50	0.00	0.00	0.00	-2.81	65.25*
-90	90	0.00	74.56	0.00	-6.50	0.00	0.00	0.00	0.00	68.06

* Bright Zone !

Segment Leq : 68.06 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
2.14 !	4.50 !	3.62 !	3.62

ROAD (0.00 + 67.29 + 0.00) = 67.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	73.66	0.00	-4.50	-0.91	0.00	0.00	-4.21	64.03*
-90	90	0.55	73.66	0.00	-5.10	-1.27	0.00	0.00	0.00	67.29

* Bright Zone !

Segment Leq : 67.29 dBA

Total Leq All Segments: 70.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.68
(NIGHT): 70.70

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3168/1130 veh/TimePeriod *
Medium truck volume : 396/141 veh/TimePeriod *
Heavy truck volume : 3590/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.54
Heavy Truck % of Total Volume : 50.18
Day (16 hrs) % of Total Volume : 73.71

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 3217/1396 veh/TimePeriod *
Medium truck volume : 315/137 veh/TimePeriod *
Heavy truck volume : 2509/1089 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 8663
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.22
Heavy Truck % of Total Volume : 41.53
Day (16 hrs) % of Total Volume : 69.74
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 60.02 + 0.00) = 60.02 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 78.33 0.00 -10.22 -1.08 0.00 0.00 -7.01 60.02
-----
  
```

Segment Leq : 60.02 dBA

Results segment # 2: Hwy 401_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.86	0.00	-8.73	-1.08	0.00	0.00	-7.01	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 63.05 dBA

Results segment # 1: Hwy 401_NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.86	0.00	-9.81	-0.90	0.00	0.00	-2.46	63.69*
-90	90	0.54	76.86	0.00	-11.13	-1.25	0.00	0.00	0.00	64.47

* Bright Zone !

Segment Leq : 64.47 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 65.38 + 0.00) = 65.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.25	0.00	-8.48	-0.90	0.00	0.00	-3.92	62.95*
-90	90	0.54	76.25	0.00	-9.62	-1.25	0.00	0.00	0.00	65.38

* Bright Zone !

Segment Leq : 65.38 dBA

Total Leq All Segments: 67.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.05
(NIGHT): 67.96

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 10398/1071 veh/TimePeriod *
Medium truck volume : 439/45 veh/TimePeriod *
Heavy truck volume : 1639/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.52
Heavy Truck % of Total Volume : 13.14
Day (16 hrs) % of Total Volume : 90.66

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-23.28	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-23.63	-1.46	0.00	0.00	0.00	48.86

Segment Leq : 48.86 dBA

Results segment # 3: Malden (day)

Source height = 1.90 m

ROAD (0.00 + 66.57 + 0.00) = 66.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.13	0.00	-5.56	0.00	0.00	0.00	0.00	66.57

Segment Leq : 66.57 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.46	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Total Leq All Segments: 66.98 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-22.17	-1.31	0.00	0.00	0.00	44.45

Segment Leq : 44.45 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-22.62	-1.33	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Results segment # 3: Malden (night)

Source height = 1.90 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.27	0.00	-5.80	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.74	0.00	-0.54	0.00	0.00	0.00	0.00	49.19

Segment Leq : 49.19 dBA

Total Leq All Segments: 60.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.98
(NIGHT): 60.06

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 22916/5733 veh/TimePeriod *
Medium truck volume : 900/225 veh/TimePeriod *
Heavy truck volume : 6678/1671 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 38122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.90
Day (16 hrs) % of Total Volume : 79.99

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 18502/4048 veh/TimePeriod *
Medium truck volume : 1095/239 veh/TimePeriod *
Heavy truck volume : 8982/1965 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 34831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.83
Heavy Truck % of Total Volume : 31.43
Day (16 hrs) % of Total Volume : 82.05
  
```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-22.08	-1.46	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-22.50	-1.46	0.00	0.00	0.00	50.00

Segment Leq : 50.00 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.46	0.00	-5.46	-1.46	0.00	0.00	0.00	50.54

Segment Leq : 50.54 dBA

Results segment # 4: HC NB (day)

Source height = 2.16 m

ROAD (0.00 + 51.53 + 0.00) = 51.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.87	0.00	-24.92	-1.42	0.00	0.00	0.00	51.53

Segment Leq : 51.53 dBA

Results segment # 5: HC SB (day)

Source height = 2.37 m

ROAD (0.00 + 52.98 + 0.00) = 52.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.03	0.00	-24.64	-1.41	0.00	0.00	0.00	52.98

Segment Leq : 52.98 dBA

Total Leq All Segments: 58.39 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-20.79	-1.31	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-21.11	-1.33	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.74	0.00	-2.34	-1.35	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 4: HC NB (night)

Source height = 2.16 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.86	0.00	-23.50	-1.27	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 5: HC SB (night)

Source height = 2.37 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.44	0.00	-23.23	-1.26	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.39
(NIGHT): 55.15

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 18502/4048 veh/TimePeriod *
Medium truck volume : 1095/239 veh/TimePeriod *
Heavy truck volume : 8982/1965 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 34831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.83
Heavy Truck % of Total Volume : 31.43
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 22916/5733 veh/TimePeriod *
Medium truck volume : 900/225 veh/TimePeriod *
Heavy truck volume : 6678/1671 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 38122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.90
Day (16 hrs) % of Total Volume : 79.99

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```
-----
Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
```

Data for Segment # 5: SpringGarden (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 49.33 + 0.00) = 49.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-24.11	-1.46	0.00	0.00	0.00	49.33

Segment Leq : 49.33 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.06 + 0.00) = 48.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-24.44	-1.46	0.00	0.00	0.00	48.06

Segment Leq : 48.06 dBA

Results segment # 3: HC-SB (day)

Source height = 2.37 m

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.03	0.00	-21.40	-1.41	0.00	0.00	0.00	56.22

Segment Leq : 56.22 dBA

Results segment # 4: HC-NB (day)

Source height = 2.16 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.87	0.00	-21.84	-1.42	0.00	0.00	0.00	54.61

Segment Leq : 54.61 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 41.51 + 0.00) = 41.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.46	0.00	-14.49	-1.46	0.00	0.00	0.00	41.51

Segment Leq : 41.51 dBA

Total Leq All Segments: 59.40 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 43.67 + 0.00) = 43.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-22.95	-1.31	0.00	0.00	0.00	43.67

Segment Leq : 43.67 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-23.39	-1.33	0.00	0.00	0.00	41.08

Segment Leq : 41.08 dBA

Results segment # 3: HC-SB (night)

Source height = 2.37 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.44	0.00	-20.15	-1.26	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 4: HC-NB (night)

Source height = 2.16 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.86	0.00	-20.58	-1.27	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.74	0.00	-14.15	-1.35	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Total Leq All Segments: 56.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.40
(NIGHT): 56.92

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.29	0.00	-17.62	-1.41	0.00	0.00	0.00	60.26

Segment Leq : 60.26 dBA

Results segment # 2: HC-NB (day)

Source height = 2.23 m

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.80	0.00	-18.17	-1.42	0.00	0.00	0.00	58.20

Segment Leq : 58.20 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.65	0.00	-22.60	-1.46	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Total Leq All Segments: 62.39 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.53	0.00	-16.31	-1.25	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 2: HC-NB (night)

Source height = 2.23 m

ROAD (0.00 + 56.38 + 0.00) = 56.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.64	0.00	-17.00	-1.26	0.00	0.00	0.00	56.38

Segment Leq : 56.38 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

ROAD (0.00 + 34.03 + 0.00) = 34.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-21.69	-1.33	0.00	0.00	0.00	34.03

Segment Leq : 34.03 dBA

Total Leq All Segments: 60.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.39
(NIGHT): 60.27

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.55	1.55

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.29	0.00	-13.58	-1.25	0.00	0.00	-5.00	59.46*
-90	90	0.63	79.29	0.00	-14.38	-1.41	0.00	0.00	0.00	63.50

* Bright Zone !

Segment Leq : 63.50 dBA

Results segment # 2: HC-NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	1.53	1.53

ROAD (0.00 + 61.01 + 0.00) = 61.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.80	0.00	-14.51	-1.26	0.00	0.00	-5.00	57.03*
-90	90	0.64	77.80	0.00	-15.36	-1.42	0.00	0.00	0.00	61.01

* Bright Zone !

Segment Leq : 61.01 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.38	1.38

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.65	0.00	-3.01	0.00	0.00	0.00	-5.07	56.57

Segment Leq : 56.57 dBA

Total Leq All Segments: 65.97 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.44	4.44

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	75.53	0.00	-12.62	-1.08	0.00	0.00	-0.07	61.76*
-90	90	0.54	75.53	0.00	-13.41	-1.25	0.00	0.00	0.00	60.86

* Bright Zone !

Segment Leq : 60.86 dBA

Results segment # 2: HC-NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	4.45	4.45

ROAD (0.00 + 59.01 + 0.00) = 59.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	74.64	0.00	-13.52	-1.09	0.00	0.00	-0.07	59.96*
-90	90	0.55	74.64	0.00	-14.36	-1.26	0.00	0.00	0.00	59.01

* Bright Zone !

Segment Leq : 59.01 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	5.70	5.70

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-0.79	0.00	0.00	0.00	99.00	155.26
-90	90	0.00	57.05	0.00	-0.79	0.00	0.00	0.00	0.00	56.26

* Bright Zone !

Segment Leq : 56.26 dBA

Total Leq All Segments: 63.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.97
(NIGHT): 63.87

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16992/3862 veh/TimePeriod *
Medium truck volume : 1082/246 veh/TimePeriod *
Heavy truck volume : 9100/2068 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.98
Heavy Truck % of Total Volume : 33.49
Day (16 hrs) % of Total Volume : 81.48

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17743/4175 veh/TimePeriod *
Medium truck volume : 843/198 veh/TimePeriod *
Heavy truck volume : 6348/1494 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30801
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 25.46
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.41 ! 1.59
  
```

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 79.07 0.00 -7.97 0.00 0.00 0.00 -9.96 61.14
-----
  
```

Segment Leq : 61.14 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	-0.44	1.56

ROAD (0.00 + 59.00 + 0.00) = 59.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.60	0.00	-8.61	0.00	0.00	0.00	-9.98	59.00

Segment Leq : 59.00 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-0.59	1.41

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.65	0.00	-6.09	0.00	0.00	0.00	-10.56	48.01

Segment Leq : 48.01 dBA

Total Leq All Segments: 63.34 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.36	4.36

ROAD (0.00 + 67.82 + 0.00) = 67.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.65	0.00	-7.83	0.00	0.00	0.00	-4.05	63.77*
-90	90	0.00	75.65	0.00	-7.83	0.00	0.00	0.00	0.00	67.82

* Bright Zone !

Segment Leq : 67.82 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.37	4.37

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.32	0.00	-8.49	0.00	0.00	0.00	-4.01	61.82*
-90	90	0.00	74.32	0.00	-8.49	0.00	0.00	0.00	0.00	65.83

* Bright Zone !

Segment Leq : 65.83 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.82 ! 3.82

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-6.30	0.00	0.00	0.00	-5.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 69.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.34
(NIGHT): 69.96

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

```

-----
Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

```

Data for Segment # 2: HC-NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-17.66	-1.41	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-18.35	-1.42	0.00	0.00	0.00	57.88

Segment Leq : 57.88 dBA

Total Leq All Segments: 62.18 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-16.61	-1.25	0.00	0.00	0.00	57.77

Segment Leq : 57.77 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-17.24	-1.26	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Total Leq All Segments: 59.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.18
(NIGHT): 59.93

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 22466/1649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 24115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.16
  
```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-22.69	-1.41	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-23.08	-1.42	0.00	0.00	0.00	53.16

Segment Leq : 53.16 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 58.62 + 0.00) = 58.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.58	0.00	-4.96	0.00	0.00	0.00	0.00	58.62

Segment Leq : 58.62 dBA

Total Leq All Segments: 61.01 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-21.39	-1.25	0.00	0.00	0.00	52.99

Segment Leq : 52.99 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-21.72	-1.26	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.24	0.00	-2.22	0.00	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Total Leq All Segments: 57.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.01
(NIGHT): 57.29

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 14631/3016 veh/TimePeriod *
Medium truck volume : 756/156 veh/TimePeriod *
Heavy truck volume : 6402/1320 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26280
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 29.38
Day (16 hrs) % of Total Volume : 82.91

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 17252/3594 veh/TimePeriod *
Medium truck volume : 722/150 veh/TimePeriod *
Heavy truck volume : 5384/1122 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.09
Heavy Truck % of Total Volume : 23.05
Day (16 hrs) % of Total Volume : 82.76

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 22466/1649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 24115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.16

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC Rd-SB (day)

Source height = 2.33 m

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.58	0.00	-22.95	-1.41	0.00	0.00	0.00	53.21

Segment Leq : 53.21 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.19 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.92	0.00	-23.36	-1.42	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 55.42 + 0.00) = 55.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.58	0.00	-6.70	-1.46	0.00	0.00	0.00	55.42

Segment Leq : 55.42 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.33 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.73	0.00	-21.44	-1.26	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.19 m

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.12	0.00	-21.73	-1.27	0.00	0.00	0.00	50.12

Segment Leq : 50.12 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.24	0.00	-4.08	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 55.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 55.12

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 8549/2218 veh/TimePeriod *
Medium truck volume : 840/218 veh/TimePeriod *
Heavy truck volume : 7407/1922 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 44.10
Day (16 hrs) % of Total Volume : 79.40

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 8187/2203 veh/TimePeriod *
Medium truck volume : 554/149 veh/TimePeriod *
Heavy truck volume : 4443/1195 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.20
Heavy Truck % of Total Volume : 33.70
Day (16 hrs) % of Total Volume : 78.80

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 17044/1382 veh/TimePeriod *
Medium truck volume : 249/20 veh/TimePeriod *
Heavy truck volume : 498/40 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 19234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 2.80
Day (16 hrs) % of Total Volume : 92.50
  
```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.02	0.00	-20.58	-1.41	0.00	0.00	0.00	58.03

Segment Leq : 58.03 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.40 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.90	0.00	-20.88	-1.41	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 3: HC line (day)

Source height = 1.29 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.80	0.00	-19.06	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Total Leq All Segments: 60.28 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.40 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.17	0.00	-19.34	-1.25	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.40 m

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.21	0.00	-19.64	-1.25	0.00	0.00	0.00	54.32

Segment Leq : 54.32 dBA

Results segment # 3: HC line (night)

Source height = 1.29 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.87	0.00	-18.20	-1.31	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Total Leq All Segments: 58.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.28
(NIGHT): 58.68

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8548/2219 veh/TimePeriod *
Medium truck volume : 836/217 veh/TimePeriod *
Heavy truck volume : 7410/1924 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 44.12
Day (16 hrs) % of Total Volume : 79.39

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8193/2200 veh/TimePeriod *
Medium truck volume : 549/147 veh/TimePeriod *
Heavy truck volume : 4447/1194 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 33.72
Day (16 hrs) % of Total Volume : 78.83

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.91 + 0.00) = 61.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.02	0.00	-16.70	-1.41	0.00	0.00	0.00	61.91

Segment Leq : 61.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.90	0.00	-17.42	-1.41	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Total Leq All Segments: 63.73 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 60.02 + 0.00) = 60.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.17	0.00	-15.90	-1.25	0.00	0.00	0.00	60.02

Segment Leq : 60.02 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 57.37 + 0.00) = 57.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.20	0.00	-16.58	-1.25	0.00	0.00	0.00	57.37

Segment Leq : 57.37 dBA

Total Leq All Segments: 61.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.73
(NIGHT): 61.90

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8206/1789 veh/TimePeriod *
Medium truck volume : 819/179 veh/TimePeriod *
Heavy truck volume : 7325/1597 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 44.80
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10960/3290 veh/TimePeriod *
Medium truck volume : 767/230 veh/TimePeriod *
Heavy truck volume : 6323/1898 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23469
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.25
Heavy Truck % of Total Volume : 35.03
Day (16 hrs) % of Total Volume : 76.91

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 18005/1243 veh/TimePeriod *
Medium truck volume : 390/27 veh/TimePeriod *
Heavy truck volume : 195/13 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 19874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.10
Heavy Truck % of Total Volume : 1.05
Day (16 hrs) % of Total Volume : 93.54
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.96	0.00	-19.08	-1.41	0.00	0.00	0.00	59.47

Segment Leq : 59.47 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.41	0.00	-19.57	-1.41	0.00	0.00	0.00	58.43

Segment Leq : 58.43 dBA

Results segment # 3: Cousineau (day)

Source height = 1.01 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.62	0.00	-5.68	-1.46	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Total Leq All Segments: 63.59 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.36	0.00	-17.81	-1.25	0.00	0.00	0.00	57.29

Segment Leq : 57.29 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.20	0.00	-18.29	-1.25	0.00	0.00	0.00	57.65

Segment Leq : 57.65 dBA

Results segment # 3: Cousineau (night)

Source height = 1.00 m

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.97	0.00	-2.32	-1.33	0.00	0.00	0.00	53.32

Segment Leq : 53.32 dBA

Total Leq All Segments: 61.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.59
(NIGHT): 61.25

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 18005/1243 veh/TimePeriod *
Medium truck volume : 390/27 veh/TimePeriod *
Heavy truck volume : 195/13 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.10
Heavy Truck % of Total Volume : 1.05
Day (16 hrs) % of Total Volume : 93.54

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.91 + 0.00) = 71.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.16	0.00	0.00	0.00	0.00	71.91

Segment Leq : 71.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 70.56 + 0.00) = 70.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.53	0.00	-7.97	0.00	0.00	0.00	0.00	70.56

Segment Leq : 70.56 dBA

Results segment # 3: Cousineau (day)

Source height = 1.01 m

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.62	0.00	-4.37	0.00	0.00	0.00	0.00	61.25

Segment Leq : 61.25 dBA

Total Leq All Segments: 74.51 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 68.94 + 0.00) = 68.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-6.99	0.00	0.00	0.00	0.00	68.94

Segment Leq : 68.94 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 67.81 + 0.00) = 67.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.64	0.00	-7.83	0.00	0.00	0.00	0.00	67.81

Segment Leq : 67.81 dBA

Results segment # 3: Cousineau (night)

Source height = 1.00 m

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.97	0.00	-3.68	0.00	0.00	0.00	0.00	53.29

Segment Leq : 53.29 dBA

Total Leq All Segments: 71.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.51
(NIGHT): 71.49

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 66.24 + 0.00) = 66.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.07	0.00	-11.41	-1.41	0.00	0.00	0.00	66.24

Segment Leq : 66.24 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.53	0.00	-12.56	-1.41	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Total Leq All Segments: 68.49 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-11.05	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-12.16	-1.26	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 65.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.49
(NIGHT): 65.99

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8054/1857 veh/TimePeriod *
Medium truck volume : 594/137 veh/TimePeriod *
Heavy truck volume : 5045/1163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16851
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 36.84
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10562/2684 veh/TimePeriod *
Medium truck volume : 593/151 veh/TimePeriod *
Heavy truck volume : 4438/1127 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 28.46
Day (16 hrs) % of Total Volume : 79.74

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```
-----
Car traffic volume : 12971/1067 veh/TimePeriod *
Medium truck volume : 213/17 veh/TimePeriod *
Heavy truck volume : 113/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 14390
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 0.85
Day (16 hrs) % of Total Volume : 92.40
```

Data for Segment # 3: Howard (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.41	0.00	-18.88	-1.41	0.00	0.00	0.00	58.12

Segment Leq : 58.12 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.31 m

ROAD (0.00 + 57.16 + 0.00) = 57.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.97	0.00	-19.39	-1.42	0.00	0.00	0.00	57.16

Segment Leq : 57.16 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.59	0.00	-9.23	-1.46	0.00	0.00	0.00	54.90

Segment Leq : 54.90 dBA

Total Leq All Segments: 61.70 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 55.86 + 0.00) = 55.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.05	0.00	-17.94	-1.25	0.00	0.00	0.00	55.86

Segment Leq : 55.86 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.31 m

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.03	0.00	-18.41	-1.26	0.00	0.00	0.00	55.36

Segment Leq : 55.36 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.70	0.00	-9.20	-1.33	0.00	0.00	0.00	47.17

Segment Leq : 47.17 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.70
(NIGHT): 58.93

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 12558/986   veh/TimePeriod  *
Medium truck volume :   244/19   veh/TimePeriod  *
Heavy truck volume  :   123/10   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 13940
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.89
Heavy Truck % of Total Volume    : 0.95
Day (16 hrs) % of Total Volume  : 92.72

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface        : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

ROAD (0.00 + 65.72 + 0.00) = 65.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.87	0.00	-12.15	0.00	0.00	0.00	0.00	65.72

Segment Leq : 65.72 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

ROAD (0.00 + 64.72 + 0.00) = 64.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-12.44	0.00	0.00	0.00	0.00	64.72

Segment Leq : 64.72 dBA

Results segment # 3: Howard (day)

Source height = 0.99 m

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.69	0.00	-9.07	0.00	0.00	0.00	0.00	56.62

Segment Leq : 56.62 dBA

Total Leq All Segments: 68.55 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

ROAD (0.00 + 62.76 + 0.00) = 62.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-11.80	0.00	0.00	0.00	0.00	62.76

Segment Leq : 62.76 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.66	0.00	-12.11	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 3: Howard (night)

Source height = 1.00 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-8.99	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.55
(NIGHT): 65.30

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3168/1130 veh/TimePeriod *
Medium truck volume : 396/141 veh/TimePeriod *
Heavy truck volume : 3590/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.54
Heavy Truck % of Total Volume : 50.18
Day (16 hrs) % of Total Volume : 73.71

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 3217/1396 veh/TimePeriod *
Medium truck volume : 315/137 veh/TimePeriod *
Heavy truck volume : 2509/1089 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 8663
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.22
Heavy Truck % of Total Volume : 41.53
Day (16 hrs) % of Total Volume : 69.74

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 62.98 + 0.00) = 62.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.33	0.00	-13.93	-1.41	0.00	0.00	0.00	62.98

Segment Leq : 62.98 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.59 + 0.00) = 60.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.86	0.00	-14.86	-1.41	0.00	0.00	0.00	60.59

Segment Leq : 60.59 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 62.25 + 0.00) = 62.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.86	0.00	-13.35	-1.25	0.00	0.00	0.00	62.25

Segment Leq : 62.25 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.25	0.00	-14.21	-1.25	0.00	0.00	0.00	60.79

Segment Leq : 60.79 dBA

Total Leq All Segments: 64.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 64.59

**APPENDIX B.2.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2015**

DRAFT

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

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
    
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
    
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
    
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.57	0.00	-7.68	-1.24	0.00	0.00	-13.91	45.75

Segment Leq : 45.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-9.05	0.00	0.00	0.00	-16.72	54.88

Segment Leq : 54.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-8.26	0.00	0.00	0.00	-16.68	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.77	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-11.16	0.00	0.00	0.00	-13.51	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.44 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.42	4.42

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	61.33	0.00	-6.82	-1.07	0.00	0.00	-5.00	48.44

Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.94	2.94

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-8.79	0.00	0.00	0.00	-16.56	51.80

Segment Leq : 51.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.04	3.04

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.04	0.00	0.00	0.00	-16.48	50.68

Segment Leq : 50.68 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.77 ! 4.50 ! 2.54 ! 4.54

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-11.00	0.00	0.00	0.00	99.00	153.49
-90	90	0.00	65.49	0.00	-11.00	0.00	0.00	0.00	0.00	54.49

* Bright Zone !

Segment Leq : 54.49 dBA

Total Leq All Segments: 57.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.44
(NIGHT): 57.97

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
    
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
    
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
    
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.57	0.00	-7.68	-1.24	0.00	0.00	-13.91	45.75

Segment Leq : 45.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-9.05	0.00	0.00	0.00	-16.72	54.88

Segment Leq : 54.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.84	2.84

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-8.26	0.00	0.00	0.00	-16.68	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.77	1.50	-0.49	1.51

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-10.54	0.00	0.00	0.00	-13.52	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 57.48 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.42	4.42

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	61.33	0.00	-6.82	-1.07	0.00	0.00	-5.00	48.44

Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-8.79	0.00	0.00	0.00	-16.56	51.80

Segment Leq : 51.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.04	0.00	0.00	0.00	-16.48	50.68

Segment Leq : 50.68 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.77 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-10.41	0.00	0.00	0.00	99.00	154.08
-90	90	0.00	65.49	0.00	-10.41	0.00	0.00	0.00	0.00	55.08

* Bright Zone !

Segment Leq : 55.08 dBA

Total Leq All Segments: 58.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.48
(NIGHT): 58.24

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9534/791 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.34

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21910/2062 veh/TimePeriod *
Medium truck volume : 186/18 veh/TimePeriod *
Heavy truck volume : 93/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24277
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 7898/753 veh/TimePeriod *
Medium truck volume : 147/14 veh/TimePeriod *
Heavy truck volume : 74/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 0.91
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.50 0.00 -9.26 0.00 0.00 0.00 -13.04 41.20
-----
  
```

Segment Leq : 41.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	1.50	-0.71	1.29

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.91	0.00	-0.64	-1.24	0.00	0.00	-14.59	50.44

Segment Leq : 50.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.97	2.97

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-7.19	0.00	0.00	0.00	-16.60	56.86

Segment Leq : 56.86 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-6.06	0.00	0.00	0.00	-16.49	54.84

Segment Leq : 54.84 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.59	0.00	-2.98	0.00	0.00	0.00	-15.47	45.14

Segment Leq : 45.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	1.50 !	1.84 !	1.84

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-8.23	0.00	0.00	0.00	-14.73	46.73

Segment Leq : 46.73 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 59.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.69	0.00	-9.36	0.00	0.00	0.00	-5.05	41.28

Segment Leq : 41.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	0.99 !	2.99

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.68	0.00	-1.65	-1.07	0.00	0.00	-9.01	47.96

Segment Leq : 47.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-7.35	0.00	0.00	0.00	-16.39	53.41

Segment Leq : 53.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 52.72 + 0.00) = 52.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-6.27	0.00	0.00	0.00	-16.21	52.72

Segment Leq : 52.72 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.39	0.00	-3.40	0.00	0.00	0.00	-15.03	37.96

Segment Leq : 37.96 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	4.50 !	1.89 !	1.89

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.36	0.00	0.00	0.00	-14.54	42.60

Segment Leq : 42.60 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 57.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.98
(NIGHT): 57.06

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9534/791 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.34

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21910/2062 veh/TimePeriod *
Medium truck volume : 186/18 veh/TimePeriod *
Heavy truck volume : 93/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24277
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 7898/753 veh/TimePeriod *
Medium truck volume : 147/14 veh/TimePeriod *
Heavy truck volume : 74/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 0.91
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.50 0.00 -9.26 0.00 0.00 0.00 -13.04 41.20
-----
  
```

Segment Leq : 41.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.80	!	1.50	!	-0.69	!	1.31

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.91	0.00	-1.40	-1.24	0.00	0.00	-14.38	49.89

Segment Leq : 49.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.02	!	3.02

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-6.78	0.00	0.00	0.00	-16.57	57.30

Segment Leq : 57.30 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.23	!	3.23

ROAD (0.00 + 55.44 + 0.00) = 55.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-5.52	0.00	0.00	0.00	-16.43	55.44

Segment Leq : 55.44 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.59	0.00	-2.98	0.00	0.00	0.00	-15.47	45.14

Segment Leq : 45.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	1.50 !	1.84 !	1.84

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-8.23	0.00	0.00	0.00	-14.73	46.73

Segment Leq : 46.73 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 60.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.69	0.00	-9.36	0.00	0.00	0.00	-5.05	41.28

Segment Leq : 41.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.13 !	3.13

ROAD (0.00 + 47.95 + 0.00) = 47.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.68	0.00	-2.26	-1.07	0.00	0.00	-8.41	47.95

Segment Leq : 47.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 53.86 + 0.00) = 53.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-6.96	0.00	0.00	0.00	-16.33	53.86

Segment Leq : 53.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-5.76	0.00	0.00	0.00	-16.10	53.34

Segment Leq : 53.34 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.39	0.00	-3.40	0.00	0.00	0.00	-15.03	37.96

Segment Leq : 37.96 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	4.50 !	1.89 !	1.89

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.36	0.00	0.00	0.00	-14.54	42.60

Segment Leq : 42.60 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 57.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.33
(NIGHT): 57.49

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! 1.44 ! 1.44
  
```

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 62.86 0.00 -7.90 0.00 0.00 0.00 0.00 -5.01 49.95
-----
  
```

Segment Leq : 49.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.92	0.00	-3.74	0.00	0.00	0.00	-5.08	55.09

Segment Leq : 55.09 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	1.59 !	1.59

ROAD (0.00 + 73.96 + 0.00) = 73.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-6.84	0.00	0.00	0.00	-4.99	68.97*
-90	90	0.00	80.80	0.00	-6.84	0.00	0.00	0.00	0.00	73.96

* Bright Zone !

Segment Leq : 73.96 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	1.60	1.60

ROAD (0.00 + 72.39 + 0.00) = 72.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-5.60	0.00	0.00	0.00	-4.99	67.40*
-90	90	0.00	77.99	0.00	-5.60	0.00	0.00	0.00	0.00	72.39

* Bright Zone !

Segment Leq : 72.39 dBA

Total Leq All Segments: 76.30 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.07	4.07

ROAD (0.00 + 47.08 + 0.00) = 47.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.12	0.00	-8.04	0.00	0.00	0.00	-0.26	46.82*
-90	90	0.00	55.12	0.00	-8.04	0.00	0.00	0.00	0.00	47.08

* Bright Zone !

Segment Leq : 47.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	3.25	3.25

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.29	0.00	-4.09	0.00	0.00	0.00	-0.52	52.68*
-90	90	0.00	57.29	0.00	-4.09	0.00	0.00	0.00	0.00	53.20

* Bright Zone !

Segment Leq : 53.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	4.12	4.12

ROAD (0.00 + 69.81 + 0.00) = 69.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.02	0.00	0.00	0.00	-0.27	69.54*
-90	90	0.00	76.83	0.00	-7.02	0.00	0.00	0.00	0.00	69.81

* Bright Zone !

Segment Leq : 69.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	3.97	3.97

ROAD (0.00 + 67.36 + 0.00) = 67.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-5.84	0.00	0.00	0.00	-0.29	67.07*
-90	90	0.00	73.19	0.00	-5.84	0.00	0.00	0.00	0.00	67.36

* Bright Zone !

Segment Leq : 67.36 dBA

Total Leq All Segments: 71.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.30
(NIGHT): 71.84

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15346/1209 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 2.62 ! 2.62
  
```

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 80.80 0.00 -9.43 0.00 0.00 0.00 -16.11 55.26
-----
  
```

Segment Leq : 55.26 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-8.83	0.00	0.00	0.00	-16.21	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.92	0.00	-3.97	-1.46	0.00	0.00	0.00	56.50

Segment Leq : 56.50 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.86	0.00	-10.04	0.00	0.00	0.00	0.00	52.82

Segment Leq : 52.82 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.98 + 0.00) = 55.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.98	0.00	-7.99	0.00	0.00	0.00	0.00	55.98

Segment Leq : 55.98 dBA

Total Leq All Segments: 61.95 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.73	2.73

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.53	0.00	0.00	0.00	-15.96	51.34

Segment Leq : 51.34 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.64	2.64

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-8.94	0.00	0.00	0.00	-16.04	48.21

Segment Leq : 48.21 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.90	0.00	-4.58	-1.35	0.00	0.00	0.00	47.96

Segment Leq : 47.96 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 44.99 + 0.00) = 44.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.12	0.00	-10.13	0.00	0.00	0.00	0.00	44.99

Segment Leq : 44.99 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-8.13	0.00	0.00	0.00	0.00	48.92

Segment Leq : 48.92 dBA

Total Leq All Segments: 55.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.95
(NIGHT): 55.73

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 15346/1209 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.45	0.00	-9.23	0.00	0.00	0.00	0.00	55.23

Segment Leq : 55.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.45	0.00	-6.53	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.69	2.69

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-8.47	0.00	0.00	0.00	-16.06	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.62	2.62

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-7.66	0.00	0.00	0.00	-16.13	54.21

Segment Leq : 54.21 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.92	0.00	-3.80	0.00	0.00	0.00	0.00	58.12

Segment Leq : 58.12 dBA

Total Leq All Segments: 62.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-8.63	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.52	0.00	-5.36	0.00	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.94	2.94

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	-15.75	53.32

Segment Leq : 53.32 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-6.78	0.00	0.00	0.00	-15.73	50.68

Segment Leq : 50.68 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.90	0.00	-1.86	0.00	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Total Leq All Segments: 57.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.82
(NIGHT): 57.74

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.45	0.00	-8.51	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.45	0.00	-5.10	0.00	0.00	0.00	0.00	55.36

Segment Leq : 55.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

ROAD (0.00 + 73.19 + 0.00) = 73.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-7.61	0.00	0.00	0.00	0.00	73.19

Segment Leq : 73.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

ROAD (0.00 + 71.33 + 0.00) = 71.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-6.66	0.00	0.00	0.00	0.00	71.33

Segment Leq : 71.33 dBA

Total Leq All Segments: 75.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-8.63	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.52	0.00	-5.36	0.00	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

ROAD (0.00 + 69.08 + 0.00) = 69.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	0.00	69.08

Segment Leq : 69.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

ROAD (0.00 + 66.35 + 0.00) = 66.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-6.84	0.00	0.00	0.00	0.00	66.35

Segment Leq : 66.35 dBA

Total Leq All Segments: 70.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.46
(NIGHT): 70.97

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9004/783   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume : 0/0       veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth      : 0.00
Number of Years of Growth       : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume  : 92.00
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface        : 1          (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1          (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-18.36	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 47.88 + 0.00) = 47.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-14.59	-1.46	0.00	0.00	0.00	47.88

Segment Leq : 47.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-12.65	-0.57	0.00	0.00	-15.14	51.40

Segment Leq : 51.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.47	!	2.47

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-12.09	-0.58	0.00	0.00	-15.34	49.10

Segment Leq : 49.10 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.13 + 0.00) = 30.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.97	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.13

Segment Leq : 30.13 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.63	0.63

ROAD (0.00 + 27.31 + 0.00) = 27.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	58.69	0.00	-16.07	-1.19	0.00	0.00	-14.11	27.31

Segment Leq : 27.31 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.61	0.00	-17.33	-1.46	0.00	0.00	0.00	40.82

Segment Leq : 40.82 dBA

Total Leq All Segments: 55.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 36.29 + 0.00) = 36.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-17.63	-1.33	0.00	0.00	0.00	36.29

Segment Leq : 36.29 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-14.27	-1.35	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-11.80	-0.34	0.00	0.00	-14.96	48.47

Segment Leq : 48.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.57	!	2.57

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-11.30	-0.36	0.00	0.00	-15.14	45.56

Segment Leq : 45.56 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.59	!	0.59

ROAD (0.00 + 26.82 + 0.00) = 26.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.71	0.00	-13.72	-1.02	0.00	0.00	-14.15	26.82

Segment Leq : 26.82 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.63 !	0.63

ROAD (0.00 + 25.32 + 0.00) = 25.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.67	0.00	-15.26	-1.02	0.00	0.00	-14.08	25.32

Segment Leq : 25.32 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.01	0.00	-16.53	-1.35	0.00	0.00	0.00	34.12

Segment Leq : 34.12 dBA

Total Leq All Segments: 51.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.05
(NIGHT): 51.10

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 42.64 + 0.00) = 42.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-19.79	-1.46	0.00	0.00	0.00	42.64

Segment Leq : 42.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-17.31	-1.46	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-13.86	-0.57	0.00	0.00	-15.19	50.13

Segment Leq : 50.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-13.47	-0.58	0.00	0.00	-15.40	47.65

Segment Leq : 47.65 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.05 + 0.00) = 28.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.97	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.05

Segment Leq : 28.05 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.63	0.63

ROAD (0.00 + 25.91 + 0.00) = 25.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	58.69	0.00	-17.45	-1.19	0.00	0.00	-14.13	25.91

Segment Leq : 25.91 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.61	0.00	-17.33	-1.46	0.00	0.00	0.00	40.82

Segment Leq : 40.82 dBA

Total Leq All Segments: 53.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-19.00	-1.33	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 39.18 + 0.00) = 39.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-16.86	-1.35	0.00	0.00	0.00	39.18

Segment Leq : 39.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-12.93	-0.34	0.00	0.00	-15.05	47.24

Segment Leq : 47.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.49	!	2.49

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-12.58	-0.36	0.00	0.00	-15.25	44.16

Segment Leq : 44.16 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.57	!	0.57

ROAD (0.00 + 24.92 + 0.00) = 24.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.71	0.00	-15.55	-1.02	0.00	0.00	-14.22	24.92

Segment Leq : 24.92 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.62 !	0.62

ROAD (0.00 + 24.00 + 0.00) = 24.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.67	0.00	-16.54	-1.02	0.00	0.00	-14.12	24.00

Segment Leq : 24.00 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.01	0.00	-16.53	-1.35	0.00	0.00	0.00	34.12

Segment Leq : 34.12 dBA

Total Leq All Segments: 49.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.53
(NIGHT): 49.71

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.46	0.00	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.96	0.00	0.00	0.00	0.00	55.71

Segment Leq : 55.71 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.66 !	2.66

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.75	0.00	0.00	0.00	-15.08	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 55.73 + 0.00) = 55.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-7.99	0.00	0.00	0.00	-15.21	55.73

Segment Leq : 55.73 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-7.62	0.00	0.00	0.00	-17.72	34.62

Segment Leq : 34.62 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.71	0.71

ROAD (0.00 + 31.94 + 0.00) = 31.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-9.02	0.00	0.00	0.00	-17.73	31.94

Segment Leq : 31.94 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.61	0.00	0.00	0.00	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 63.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.05	0.00	0.00	0.00	0.00	46.54

Segment Leq : 46.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.20	0.00	0.00	0.00	0.00	48.15

Segment Leq : 48.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.86	2.86

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.26	0.00	0.00	0.00	-14.71	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-7.40	0.00	0.00	0.00	-14.75	52.91

Segment Leq : 52.91 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.76 !	0.76

ROAD (0.00 + 31.14 + 0.00) = 31.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.98	0.00	0.00	0.00	-17.59	31.14

Segment Leq : 31.14 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.74 !	0.74

ROAD (0.00 + 29.49 + 0.00) = 29.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-8.52	0.00	0.00	0.00	-17.66	29.49

Segment Leq : 29.49 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.01	0.00	-0.79	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 58.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.71
(NIGHT): 58.29

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-10.73	0.00	0.00	0.00	0.00	52.36

Segment Leq : 52.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-8.86	0.00	0.00	0.00	0.00	53.81

Segment Leq : 53.81 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-10.18	0.00	0.00	0.00	-15.18	55.05

Segment Leq : 55.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 53.94 + 0.00) = 53.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-9.65	0.00	0.00	0.00	-15.35	53.94

Segment Leq : 53.94 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.61	0.61

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-9.37	0.00	0.00	0.00	-17.77	32.83

Segment Leq : 32.83 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.68	0.68

ROAD (0.00 + 30.55 + 0.00) = 30.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-10.38	0.00	0.00	0.00	-17.75	30.55

Segment Leq : 30.55 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.61	0.00	0.00	0.00	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 62.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-10.43	0.00	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-8.39	0.00	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.71	2.71

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.82	0.00	0.00	0.00	-14.94	51.90

Segment Leq : 51.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.62	!	2.62

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-9.23	0.00	0.00	0.00	-15.07	50.77

Segment Leq : 50.77 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.67	!	0.67

ROAD (0.00 + 29.07 + 0.00) = 29.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-8.95	0.00	0.00	0.00	-17.69	29.07

Segment Leq : 29.07 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.69 !	0.69

ROAD (0.00 + 27.91 + 0.00) = 27.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-10.05	0.00	0.00	0.00	-17.71	27.91

Segment Leq : 27.91 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.01	0.00	-0.79	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 56.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.78
(NIGHT): 56.82

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-22.92	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-21.68	-1.46	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-22.18	-1.41	0.00	0.00	0.00	56.82

Segment Leq : 56.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 55.66 + 0.00) = 55.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-21.86	-1.42	0.00	0.00	0.00	55.66

Segment Leq : 55.66 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 32.79 + 0.00) = 32.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-21.48	-1.32	0.00	0.00	0.00	32.79

Segment Leq : 32.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 32.71 + 0.00) = 32.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-20.30	-1.33	0.00	0.00	0.00	32.71

Segment Leq : 32.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 54.80 + 0.00) = 54.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-20.60	-1.26	0.00	0.00	0.00	54.80

Segment Leq : 54.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 53.53 + 0.00) = 53.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-20.27	-1.26	0.00	0.00	0.00	53.53

Segment Leq : 53.53 dBA

Total Leq All Segments: 57.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.37
(NIGHT): 57.25

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-23.72	-1.46	0.00	0.00	0.00	37.92

Segment Leq : 37.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.49	-1.46	0.00	0.00	0.00	38.73

Segment Leq : 38.73 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 56.05 + 0.00) = 56.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-22.95	-1.41	0.00	0.00	0.00	56.05

Segment Leq : 56.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-22.69	-1.42	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-22.25	-1.32	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 31.87 + 0.00) = 31.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-21.14	-1.33	0.00	0.00	0.00	31.87

Segment Leq : 31.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 54.02 + 0.00) = 54.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-21.38	-1.26	0.00	0.00	0.00	54.02

Segment Leq : 54.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-21.10	-1.26	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 56.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 56.45

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.06 ! 1.44
  
```

ROAD (0.00 + 43.69 + 0.00) = 43.69 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.40 0.00 0.00 0.00 -10.01 43.69
-----
  
```

Segment Leq : 43.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.94	1.50	-1.21	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.47	2.47

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.63	0.00	0.00	0.00	-5.82	65.96

Segment Leq : 65.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.35 !	2.35

ROAD (0.00 + 64.91 + 0.00) = 64.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-7.85	0.00	0.00	0.00	-6.18	64.91

Segment Leq : 64.91 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.33 !	3.83

ROAD (0.00 + 40.25 + 0.00) = 40.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.49	0.00	0.00	0.00	-5.85	40.25

Segment Leq : 40.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.61 !	2.61

ROAD (0.00 + 62.45 + 0.00) = 62.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-5.45	62.45

Segment Leq : 62.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.52 !	2.52

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-7.99	0.00	0.00	0.00	-5.68	61.39

Segment Leq : 61.39 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 65.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.53
(NIGHT): 65.01

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.65 0.00 0.00 0.00 -9.97 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	1.50 !	-1.21 !	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 65.56 + 0.00) = 65.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-9.01	0.00	0.00	0.00	-5.84	65.56

Segment Leq : 65.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.34 !	2.34

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-8.30	0.00	0.00	0.00	-6.21	64.43

Segment Leq : 64.43 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.75	0.00	0.00	0.00	-5.79	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 62.04 + 0.00) = 62.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.12	0.00	0.00	0.00	-5.50	62.04

Segment Leq : 62.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.49 !	2.49

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-8.43	0.00	0.00	0.00	-5.76	60.88

Segment Leq : 60.88 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 64.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.56

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.65 0.00 0.00 0.00 -9.97 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.94	!	1.50	!	-1.21	!	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 65.56 + 0.00) = 65.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-9.01	0.00	0.00	0.00	-5.84	65.56

Segment Leq : 65.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.34 !	2.34

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-8.30	0.00	0.00	0.00	-6.21	64.43

Segment Leq : 64.43 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.75	0.00	0.00	0.00	-5.79	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 62.04 + 0.00) = 62.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.12	0.00	0.00	0.00	-5.50	62.04

Segment Leq : 62.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.49 !	2.49

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-8.43	0.00	0.00	0.00	-5.76	60.88

Segment Leq : 60.88 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 64.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.56

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```

-----
Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
  
```

Data for Segment # 6: 401 on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.18 + 0.00) = 38.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.44 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.18
-----
  
```

Segment Leq : 38.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 47.98 + 0.00) = 47.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.14	0.00	-7.75	-1.16	0.00	0.00	-8.24	47.98

Segment Leq : 47.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-10.61	0.00	0.00	0.00	-9.08	60.72

Segment Leq : 60.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-10.16	0.00	0.00	0.00	-8.94	58.64

Segment Leq : 58.64 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-9.41	0.00	0.00	0.00	-7.61	48.60

Segment Leq : 48.60 dBA

Results segment # 6: 401 on rp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-9.99	0.00	0.00	0.00	-15.39	37.61

Segment Leq : 37.61 dBA

Total Leq All Segments: 63.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.23	4.23

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.84	0.00	-16.68	-0.99	0.00	0.00	-3.13	36.05*
-90	90	0.59	56.84	0.00	-18.85	-1.33	0.00	0.00	0.00	36.66

* Bright Zone !

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.61	3.61

ROAD (0.00 + 46.50 + 0.00) = 46.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.47	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.42*
-90	90	0.59	56.47	0.00	-8.64	-1.33	0.00	0.00	0.00	46.50

* Bright Zone !

Segment Leq : 46.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.55	2.55

ROAD (0.00 + 57.17 + 0.00) = 57.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-10.71	0.00	0.00	0.00	-8.78	57.17

Segment Leq : 57.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-10.24	0.00	0.00	0.00	-8.60	55.97

Segment Leq : 55.97 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	-2.74	45.13*
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	0.00	47.87

* Bright Zone !

Segment Leq : 47.87 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.88	0.00	0.00	0.00	-15.36	32.12

Segment Leq : 32.12 dBA

Total Leq All Segments: 60.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.14
(NIGHT): 60.12

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6089/958 veh/TimePeriod *
Medium truck volume : 369/58 veh/TimePeriod *
Heavy truck volume : 3028/477 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 31.92
Day (16 hrs) % of Total Volume : 86.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 8222/1143 veh/TimePeriod *
Medium truck volume : 140/19 veh/TimePeriod *
Heavy truck volume : 391/54 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9970
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.47
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 7400/1581 veh/TimePeriod *
Medium truck volume : 133/28 veh/TimePeriod *
Heavy truck volume : 357/76 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9574
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 7508/1795 veh/TimePeriod *
Medium truck volume : 101/24 veh/TimePeriod *
Heavy truck volume : 51/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 80.70
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.44 0.00 -12.78 0.00 0.00 0.00 0.00 -8.08 43.57
-----
  
```

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.14	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.05

Segment Leq : 49.05 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 58.59 + 0.00) = 58.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.79	0.00	-11.24	0.00	0.00	0.00	-7.96	58.59

Segment Leq : 58.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-10.80	0.00	0.00	0.00	-7.95	58.98

Segment Leq : 58.98 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-6.35	0.00	0.00	0.00	-8.52	48.11

Segment Leq : 48.11 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.95	0.00	-9.34	0.00	0.00	0.00	-8.13	49.48

Segment Leq : 49.48 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.55	0.00	-12.65	0.00	0.00	0.00	-8.04	45.86

Segment Leq : 45.86 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.34 + 0.00) = 43.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.85	0.00	-11.37	0.00	0.00	0.00	-8.13	43.34

Segment Leq : 43.34 dBA

Total Leq All Segments: 62.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.34	4.34

ROAD (0.00 + 44.02 + 0.00) = 44.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.84	0.00	-12.83	0.00	0.00	0.00	-1.76	42.26*
-90	90	0.00	56.84	0.00	-12.83	0.00	0.00	0.00	0.00	44.02

* Bright Zone !

Segment Leq : 44.02 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.35	3.35

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.47	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.59*
-90	90	0.59	56.47	0.00	-6.85	-1.33	0.00	0.00	0.00	48.29

* Bright Zone !

Segment Leq : 48.29 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	4.36	4.36

ROAD (0.00 + 61.47 + 0.00) = 61.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.77	0.00	-11.30	0.00	0.00	0.00	-1.56	59.91*
-90	90	0.00	72.77	0.00	-11.30	0.00	0.00	0.00	0.00	61.47

* Bright Zone !

Segment Leq : 61.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.93 + 0.00) = 63.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-10.88	0.00	0.00	0.00	-1.59	62.34*
-90	90	0.00	74.81	0.00	-10.88	0.00	0.00	0.00	0.00	63.93

* Bright Zone !

Segment Leq : 63.93 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.99	0.99

ROAD (0.00 + 37.46 + 0.00) = 37.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.55	0.00	0.00	0.00	-13.34	37.46

Segment Leq : 37.46 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	4.22	4.22

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.36	0.00	-9.44	0.00	0.00	0.00	-2.01	49.91*
-90	90	0.00	61.36	0.00	-9.44	0.00	0.00	0.00	0.00	51.92

* Bright Zone !

Segment Leq : 51.92 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.36	4.36

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.84	0.00	-12.69	0.00	0.00	0.00	-1.64	48.51*
-90	90	0.00	62.84	0.00	-12.69	0.00	0.00	0.00	0.00	50.15

* Bright Zone !

Segment Leq : 50.15 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.19 + 0.00) = 48.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	-2.10	46.08*
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	0.00	48.19

* Bright Zone !

Segment Leq : 48.19 dBA

Total Leq All Segments: 66.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.62
(NIGHT): 66.33

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 11990/2473 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3997/824 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11366/2378 veh/TimePeriod *
Medium truck volume : 703/147 veh/TimePeriod *
Heavy truck volume : 5735/1200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 21529
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.95
Heavy Truck % of Total Volume : 32.21
Day (16 hrs) % of Total Volume : 82.70
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 60.74 + 0.00) = 60.74 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.18 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.74
-----
  
```

Segment Leq : 60.74 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	1.72	1.72

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.56	0.00	-8.73	-1.08	0.00	0.00	-7.02	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 65.50 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	3.98	3.98

ROAD (0.00 + 62.89 + 0.00) = 62.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.33	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.78*
-90	90	0.55	75.33	0.00	-11.17	-1.26	0.00	0.00	0.00	62.89

* Bright Zone !

Segment Leq : 62.89 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.38	!	4.50	!	3.89	!	3.89

ROAD (0.00 + 65.90 + 0.00) = 65.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.77	0.00	-8.48	-0.90	0.00	0.00	-3.94	63.46*
-90	90	0.54	76.77	0.00	-9.62	-1.25	0.00	0.00	0.00	65.90

* Bright Zone !

Segment Leq : 65.90 dBA

Total Leq All Segments: 67.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.50
(NIGHT): 67.66

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 2 (Opengraded friction course)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```
-----
Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80
```

Data for Segment # 5: EC Row WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-16.19	-0.71	0.00	0.00	0.00	63.50

Segment Leq : 63.50 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.39	0.00	-16.55	-0.71	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-23.28	-1.46	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-23.63	-1.46	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Total Leq All Segments: 65.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.94	0.00	-15.10	-0.50	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.27 + 0.00) = 59.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.20	0.00	-15.43	-0.50	0.00	0.00	0.00	59.27

Segment Leq : 59.27 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.14	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-22.51	-1.31	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Total Leq All Segments: 63.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.71
(NIGHT): 63.68

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

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2527/795 veh/TimePeriod *
Medium truck volume : 314/99 veh/TimePeriod *
Heavy truck volume : 2866/901 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.08

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 998/312 veh/TimePeriod *
Medium truck volume : 54/17 veh/TimePeriod *
Heavy truck volume : 536/167 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 76.20

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 10435/1885 veh/TimePeriod *
Medium truck volume : 186/34 veh/TimePeriod *
Heavy truck volume : 680/123 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13343
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 6.02
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 19388/1282 veh/TimePeriod *
Medium truck volume : 320/21 veh/TimePeriod *
Heavy truck volume : 161/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 21182
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 93.80
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.40 + 0.00) = 64.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-15.29	-0.71	0.00	0.00	0.00	64.40

Segment Leq : 64.40 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.96 + 0.00) = 60.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.35	0.00	-15.67	-0.71	0.00	0.00	0.00	60.96

Segment Leq : 60.96 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	66.75	0.00	-20.10	-1.14	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 1.57 m

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	68.93	0.00	-16.86	-1.19	0.00	0.00	0.00	50.89

Segment Leq : 50.89 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.05 m

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.95	0.00	-20.22	-1.16	0.00	0.00	0.00	39.57

Segment Leq : 39.57 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-23.28	-1.46	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-23.63	-1.46	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 61.72 + 0.00) = 61.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.28	0.00	-5.56	0.00	0.00	0.00	0.00	61.72

Segment Leq : 61.72 dBA

Total Leq All Segments: 67.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.94	0.00	-14.28	-0.50	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.33	0.00	-14.63	-0.50	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	64.70	0.00	-18.93	-0.97	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 1.57 m

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.52	0.00	-15.95	-1.02	0.00	0.00	0.00	47.56

Segment Leq : 47.56 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.05 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	60.88	0.00	-19.05	-0.99	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.14	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-22.51	-1.31	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.96 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.53	0.00	-5.80	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 64.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.86
(NIGHT): 64.92

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 40.79 + 0.00) = 40.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-25.26	-1.46	0.00	0.00	0.00	40.79

Segment Leq : 40.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.40	0.00	-17.95	-1.41	0.00	0.00	0.00	61.04

Segment Leq : 61.04 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.38 + 0.00) = 57.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.39	0.00	-18.60	-1.41	0.00	0.00	0.00	57.38

Segment Leq : 57.38 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-22.08	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-22.50	-1.46	0.00	0.00	0.00	50.23

Segment Leq : 50.23 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-25.08	-1.44	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.47 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.24 + 0.00) = 35.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-24.12	-1.33	0.00	0.00	0.00	35.24

Segment Leq : 35.24 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.94	0.00	-16.48	-1.25	0.00	0.00	0.00	59.21

Segment Leq : 59.21 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.20	0.00	-17.17	-1.25	0.00	0.00	0.00	56.77

Segment Leq : 56.77 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-20.75	-1.31	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 44.18 + 0.00) = 44.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-21.21	-1.31	0.00	0.00	0.00	44.18

Segment Leq : 44.18 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-23.76	-1.29	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 61.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.47
(NIGHT): 61.53

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB offrmp (day/night)

Car traffic volume : 10435/1885 veh/TimePeriod *
Medium truck volume : 186/34 veh/TimePeriod *
Heavy truck volume : 680/123 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13343
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 6.02
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 7: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

```

Data for Segment # 9: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-25.24	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 71.23 + 0.00) = 71.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.65	0.00	-8.71	-0.71	0.00	0.00	0.00	71.23

Segment Leq : 71.23 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 66.74 + 0.00) = 66.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.39	0.00	-9.94	-0.71	0.00	0.00	0.00	66.74

Segment Leq : 66.74 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.05 m

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.95	0.00	-14.46	-1.43	0.00	0.00	0.00	45.06

Segment Leq : 45.06 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-22.08	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-22.50	-1.46	0.00	0.00	0.00	50.23

Segment Leq : 50.23 dBA

Results segment # 7: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 42.25 + 0.00) = 42.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.93	0.00	-25.23	-1.45	0.00	0.00	0.00	42.25

Segment Leq : 42.25 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-25.08	-1.44	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 72.66 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-24.07	-1.33	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 69.49 + 0.00) = 69.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.15	0.00	-7.17	-0.50	0.00	0.00	0.00	69.49

Segment Leq : 69.49 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 66.07 + 0.00) = 66.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.20	0.00	-8.63	-0.50	0.00	0.00	0.00	66.07

Segment Leq : 66.07 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.05 m

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.88	0.00	-13.05	-1.27	0.00	0.00	0.00	46.56

Segment Leq : 46.56 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-20.75	-1.31	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 44.18 + 0.00) = 44.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-21.21	-1.31	0.00	0.00	0.00	44.18

Segment Leq : 44.18 dBA

Results segment # 7: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.52	0.00	-23.82	-1.30	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-23.76	-1.29	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Total Leq All Segments: 71.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.66
(NIGHT): 71.17

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-22.10	-1.46	0.00	0.00	0.00	43.95

Segment Leq : 43.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-11.81	-0.42	0.00	0.00	-16.08	52.09

Segment Leq : 52.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.39	0.00	-12.34	-0.42	0.00	0.00	-16.10	48.52

Segment Leq : 48.52 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-24.11	-1.46	0.00	0.00	0.00	50.11

Segment Leq : 50.11 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-24.44	-1.46	0.00	0.00	0.00	48.29

Segment Leq : 48.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-20.18	-1.44	0.00	0.00	0.00	48.07

Segment Leq : 48.07 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-21.21	-1.33	0.00	0.00	0.00	38.16

Segment Leq : 38.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.94	0.00	-10.97	-0.18	0.00	0.00	-15.96	49.83

Segment Leq : 49.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	75.20	0.00	-11.46	-0.18	0.00	0.00	-15.99	47.57

Segment Leq : 47.57 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.92	-1.31	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.12 + 0.00) = 42.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-23.27	-1.31	0.00	0.00	0.00	42.12

Segment Leq : 42.12 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-18.91	-1.29	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Total Leq All Segments: 54.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 54.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10
  
```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-22.10	-1.46	0.00	0.00	0.00	43.95

Segment Leq : 43.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-6.37	-0.42	0.00	0.00	-15.68	57.93

Segment Leq : 57.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.39	0.00	-7.75	-0.42	0.00	0.00	-15.84	53.38

Segment Leq : 53.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-24.11	-1.46	0.00	0.00	0.00	50.11

Segment Leq : 50.11 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-24.44	-1.46	0.00	0.00	0.00	48.29

Segment Leq : 48.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-20.18	-1.44	0.00	0.00	0.00	48.07

Segment Leq : 48.07 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.05 m

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.95	0.00	-20.49	-1.43	0.00	0.00	0.00	39.03

Segment Leq : 39.03 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-21.21	-1.33	0.00	0.00	0.00	38.16

Segment Leq : 38.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.30 + 0.00) = 55.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.94	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.30

Segment Leq : 55.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	75.20	0.00	-7.34	-0.18	0.00	0.00	-15.52	52.16

Segment Leq : 52.16 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.92	-1.31	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.12 + 0.00) = 42.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-23.27	-1.31	0.00	0.00	0.00	42.12

Segment Leq : 42.12 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-18.91	-1.29	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.05 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.88	0.00	-19.44	-1.27	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 58.09

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.57	0.00	-18.66	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.40	0.00	-10.69	-0.26	0.00	0.00	-16.76	52.70

Segment Leq : 52.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.39	0.00	-11.28	-0.26	0.00	0.00	-16.78	49.07

Segment Leq : 49.07 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-6.55	0.00	0.00	0.00	0.00	63.14

Segment Leq : 63.14 dBA

Total Leq All Segments: 64.12 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.33	0.00	-17.32	-1.34	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.94	0.00	-9.39	-0.01	0.00	0.00	-16.61	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-9.93	-0.01	0.00	0.00	-16.65	48.61

Segment Leq : 48.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-5.86	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 60.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.12
(NIGHT): 60.84

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
    
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.57	0.00	-18.66	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.40	0.00	-9.26	-0.26	0.00	0.00	-16.69	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.76	!	2.76

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.39	0.00	-10.01	-0.26	0.00	0.00	-16.73	50.39

Segment Leq : 50.39 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.77 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-6.55	0.00	0.00	0.00	0.00	63.14

Segment Leq : 63.14 dBA

Total Leq All Segments: 64.30 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.33	0.00	-17.32	-1.34	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.94	0.00	-7.78	-0.01	0.00	0.00	-16.45	52.71

Segment Leq : 52.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.58	-0.01	0.00	0.00	-16.54	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.77 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-5.86	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 61.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.30
(NIGHT): 61.16

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9530/795 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 9353/726 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 10117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.25
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.49 0.00 -12.25 -1.34 0.00 0.00 -5.01 44.90
-----
  
```

Segment Leq : 44.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.92	0.00	-15.69	-1.34	0.00	0.00	-5.01	41.89

Segment Leq : 41.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.80	0.00	-13.21	-1.26	0.00	0.00	-5.00	61.34*
-90	90	0.64	80.80	0.00	-13.99	-1.42	0.00	0.00	0.00	65.40

* Bright Zone !

Segment Leq : 65.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	1.53	1.53

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.99	0.00	-14.29	-1.27	0.00	0.00	-5.00	57.44*
-90	90	0.64	77.99	0.00	-15.13	-1.42	0.00	0.00	0.00	61.44

* Bright Zone !

Segment Leq : 61.44 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	1.32	1.32

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.25	0.00	-3.01	0.00	0.00	0.00	-5.14	52.10

Segment Leq : 52.10 dBA

Total Leq All Segments: 67.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	4.37	4.37

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.71	0.00	-11.33	-1.17	0.00	0.00	-0.07	43.14*
-90	90	0.59	55.71	0.00	-12.02	-1.34	0.00	0.00	0.00	42.35

* Bright Zone !

Segment Leq : 42.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.42	4.42

ROAD (0.00 + 40.40 + 0.00) = 40.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.29	0.00	-14.66	-1.17	0.00	0.00	-0.07	41.38*
-90	90	0.59	57.29	0.00	-15.56	-1.34	0.00	0.00	0.00	40.40

* Bright Zone !

Segment Leq : 40.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	4.44	4.44

ROAD (0.00 + 62.55 + 0.00) = 62.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.83	0.00	-12.26	-1.09	0.00	0.00	-0.07	63.42*
-90	90	0.55	76.83	0.00	-13.03	-1.26	0.00	0.00	0.00	62.55

* Bright Zone !

Segment Leq : 62.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	4.44	4.44

ROAD (0.00 + 57.78 + 0.00) = 57.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.19	0.00	-13.31	-1.10	0.00	0.00	-0.07	58.72*
-90	90	0.55	73.19	0.00	-14.14	-1.27	0.00	0.00	0.00	57.78

* Bright Zone !

Segment Leq : 57.78 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.61	!	4.50	!	5.80	!	5.80

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.20	0.00	-0.79	0.00	0.00	0.00	99.00	150.41
-90	90	0.00	52.20	0.00	-0.79	0.00	0.00	0.00	0.00	51.41

* Bright Zone !

Segment Leq : 51.41 dBA

Total Leq All Segments: 64.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.05
(NIGHT): 64.09

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9530/795 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 5505/370 veh/TimePeriod *
Medium truck volume : 54/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5961
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 9353/726 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.25
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```

-----
Car traffic volume : 5505/370 veh/TimePeriod *
Medium truck volume : 54/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5961
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.70
  
```

Data for Segment # 7: Fazio Dr. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.59 ! 1.41
  
```

ROAD (0.00 + 46.46 + 0.00) = 46.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.49 0.00 -6.53 0.00 0.00 0.00 -10.50 46.46
-----
  
```

Segment Leq : 46.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.80	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.92	0.00	-9.19	0.00	0.00	0.00	-10.22	44.51

Segment Leq : 44.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	-0.41	!	1.59

ROAD (0.00 + 63.20 + 0.00) = 63.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-7.61	0.00	0.00	0.00	-9.99	63.20

Segment Leq : 63.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	-0.44	1.56

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-8.43	0.00	0.00	0.00	-10.01	59.56

Segment Leq : 59.56 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.73	1.27

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.08	0.00	-2.39	0.00	0.00	0.00	-11.67	45.02

Segment Leq : 45.02 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.60	!	1.50	!	-0.63	!	1.37

ROAD (0.00 + 43.50 + 0.00) = 43.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.25	0.00	-6.09	0.00	0.00	0.00	-10.66	43.50

Segment Leq : 43.50 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.63	!	1.37

ROAD (0.00 + 43.40 + 0.00) = 43.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.08	0.00	-4.87	0.00	0.00	0.00	-10.82	43.40

Segment Leq : 43.40 dBA

Total Leq All Segments: 64.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.88	3.88

ROAD (0.00 + 48.99 + 0.00) = 48.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.72	0.00	0.00	0.00	-5.00	43.99*
-90	90	0.00	55.71	0.00	-6.72	0.00	0.00	0.00	0.00	48.99

* Bright Zone !

Segment Leq : 48.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	2.12	4.12

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.29	0.00	-9.29	0.00	0.00	0.00	-4.87	43.12*
-90	90	0.00	57.29	0.00	-9.29	0.00	0.00	0.00	0.00	48.00

* Bright Zone !

Segment Leq : 48.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.18	4.18

ROAD (0.00 + 69.08 + 0.00) = 69.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	-4.81	64.27*
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	0.00	69.08

* Bright Zone !

Segment Leq : 69.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.22	4.22

ROAD (0.00 + 64.64 + 0.00) = 64.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-8.55	0.00	0.00	0.00	-4.77	59.86*
-90	90	0.00	73.19	0.00	-8.55	0.00	0.00	0.00	0.00	64.64

* Bright Zone !

Segment Leq : 64.64 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.85 !	4.50 !	0.87 !	2.87

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-2.86	0.00	0.00	0.00	-6.70	40.94

Segment Leq : 40.94 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.61 !	4.50 !	1.71 !	3.71

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.20	0.00	-6.30	0.00	0.00	0.00	-5.02	40.87

Segment Leq : 40.87 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.85	!	4.50	!	1.91	!	3.91

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-4.57	0.00	0.00	0.00	-4.98	40.95*
-90	90	0.00	50.50	0.00	-4.57	0.00	0.00	0.00	0.00	45.93

* Bright Zone !

Segment Leq : 45.93 dBA

Total Leq All Segments: 70.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.97
(NIGHT): 70.50

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

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-15.08	-1.46	0.00	0.00	0.00	46.32

Segment Leq : 46.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-19.01	-1.46	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.80	0.00	-16.66	-1.42	0.00	0.00	0.00	62.73

Segment Leq : 62.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

ROAD (0.00 + 59.09 + 0.00) = 59.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.99	0.00	-17.48	-1.42	0.00	0.00	0.00	59.09

Segment Leq : 59.09 dBA

Total Leq All Segments: 64.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 38.76 + 0.00) = 38.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.12	0.00	-14.90	-1.46	0.00	0.00	0.00	38.76

Segment Leq : 38.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.05	0.00	-18.90	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.83	0.00	-16.52	-1.42	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

ROAD (0.00 + 54.41 + 0.00) = 54.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	73.19	0.00	-17.36	-1.42	0.00	0.00	0.00	54.41

Segment Leq : 54.41 dBA

Total Leq All Segments: 60.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.40
(NIGHT): 60.27

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16144/1271 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17415
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.59	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-22.84	-1.46	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.44	2.44

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.80	0.00	-15.38	-0.43	0.00	0.00	-16.24	48.75

Segment Leq : 48.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.27	2.27

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.99	0.00	-15.71	-0.44	0.00	0.00	-16.37	45.48

Segment Leq : 45.48 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.14	0.00	-4.96	0.00	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Total Leq All Segments: 58.14 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-20.60	-1.34	0.00	0.00	0.00	33.18

Segment Leq : 33.18 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.91 + 0.00) = 33.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-21.81	-1.34	0.00	0.00	0.00	33.91

Segment Leq : 33.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.49	2.49

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.83	0.00	-14.10	-0.19	0.00	0.00	-16.18	46.37

Segment Leq : 46.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.32	!	2.32

ROAD (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	73.19	0.00	-14.42	-0.20	0.00	0.00	-16.31	42.26

Segment Leq : 42.26 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 51.89 + 0.00) = 51.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.11	0.00	-2.22	0.00	0.00	0.00	0.00	51.89

Segment Leq : 51.89 dBA

Total Leq All Segments: 53.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.14
(NIGHT): 53.41

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16144/1271 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 17415
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-22.01	-1.46	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-23.35	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.43	2.43

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.80	0.00	-15.71	-0.43	0.00	0.00	-16.25	48.42

Segment Leq : 48.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.27	2.27

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.99	0.00	-16.02	-0.44	0.00	0.00	-16.38	45.16

Segment Leq : 45.16 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.14	0.00	-6.70	-1.46	0.00	0.00	0.00	53.98

Segment Leq : 53.98 dBA

Total Leq All Segments: 55.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-21.16	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.29 + 0.00) = 33.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-22.43	-1.34	0.00	0.00	0.00	33.29

Segment Leq : 33.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.48	2.48

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.83	0.00	-14.53	-0.19	0.00	0.00	-16.19	45.92

Segment Leq : 45.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.31	!	2.31

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	73.19	0.00	-14.82	-0.20	0.00	0.00	-16.33	41.85

Segment Leq : 41.85 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.67 + 0.00) = 48.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.11	0.00	-4.08	-1.35	0.00	0.00	0.00	48.67

Segment Leq : 48.67 dBA

Total Leq All Segments: 51.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.67
(NIGHT): 51.20

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 16353/789   veh/TimePeriod *
Medium truck volume : 275/13    veh/TimePeriod *
Heavy truck volume  : 553/27    veh/TimePeriod *
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18010
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 1.60
Heavy Truck % of Total Volume       : 3.22
Day (16 hrs) % of Total Volume     : 95.40
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          : 0          (No woods.)
No of house rows   : 0 / 0
Surface            : 1          (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height    : 1.50 / 4.50 m
Topography         : 1          (Flat/gentle slope; no barrier)
Reference angle    : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-22.19	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.65 + 0.00) = 35.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-23.35	-1.46	0.00	0.00	0.00	35.65

Segment Leq : 35.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.37 !	2.37

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.80	0.00	-18.99	-0.97	0.00	0.00	-9.34	51.50

Segment Leq : 51.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.15 !	1.50 !	2.20 !	2.20

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	77.99	0.00	-19.39	-0.98	0.00	0.00	-9.83	47.80

Segment Leq : 47.80 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 1.34 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.02	0.00	-14.87	-1.46	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Total Leq All Segments: 56.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-21.39	-1.35	0.00	0.00	0.00	33.76

Segment Leq : 33.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.60 + 0.00) = 27.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-22.56	-1.35	0.00	0.00	0.00	27.60

Segment Leq : 27.60 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.41	2.41

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.83	0.00	-17.82	-0.78	0.00	0.00	-9.19	49.05

Segment Leq : 49.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.25	!	2.25

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	73.19	0.00	-18.19	-0.79	0.00	0.00	-9.69	44.52

Segment Leq : 44.52 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 1.34 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.89	0.00	-14.33	-1.31	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Total Leq All Segments: 51.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.05
(NIGHT): 51.23

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3774/524 veh/TimePeriod *
Medium truck volume : 12/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 4318
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6774/1329 veh/TimePeriod *
Medium truck volume : 51/10 veh/TimePeriod *
Heavy truck volume : 104/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 8288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.50
Day (16 hrs) % of Total Volume : 83.60
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-16.28	-1.46	0.00	0.00	0.00	46.72

Segment Leq : 46.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-19.54	-1.46	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.90 + 0.00) = 60.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.76	0.00	-17.44	-1.41	0.00	0.00	0.00	60.90

Segment Leq : 60.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.11	0.00	-18.23	-1.42	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.18 + 0.00) = 38.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.55	0.00	-18.92	-1.46	0.00	0.00	0.00	38.18

Segment Leq : 38.18 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.11 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-17.15	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 62.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.35 + 0.00) = 39.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-15.79	-1.35	0.00	0.00	0.00	39.35

Segment Leq : 39.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.24 + 0.00) = 31.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-18.92	-1.35	0.00	0.00	0.00	31.24

Segment Leq : 31.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.72 + 0.00) = 57.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.57	0.00	-16.60	-1.25	0.00	0.00	0.00	57.72

Segment Leq : 57.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.35	0.00	-17.33	-1.26	0.00	0.00	0.00	53.75

Segment Leq : 53.75 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.46 + 0.00) = 33.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.08	0.00	-18.28	-1.35	0.00	0.00	0.00	33.46

Segment Leq : 33.46 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.10 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.18	0.00	-16.47	-1.32	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Total Leq All Segments: 59.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.74
(NIGHT): 59.32

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3774/524 veh/TimePeriod *
Medium truck volume : 12/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 4318
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6774/1329 veh/TimePeriod *
Medium truck volume : 51/10 veh/TimePeriod *
Heavy truck volume : 104/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 8288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.50
Day (16 hrs) % of Total Volume : 83.60
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-16.38	-1.46	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-18.83	-1.46	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.07 + 0.00) = 61.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.76	0.00	-17.28	-1.41	0.00	0.00	0.00	61.07

Segment Leq : 61.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.11	0.00	-18.04	-1.42	0.00	0.00	0.00	57.65

Segment Leq : 57.65 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.55	0.00	-18.56	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.11 m

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-17.28	-1.46	0.00	0.00	0.00	44.54

Segment Leq : 44.54 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-15.89	-1.35	0.00	0.00	0.00	39.26

Segment Leq : 39.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-18.25	-1.35	0.00	0.00	0.00	31.91

Segment Leq : 31.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.57	0.00	-16.44	-1.25	0.00	0.00	0.00	57.87

Segment Leq : 57.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.35	0.00	-17.16	-1.26	0.00	0.00	0.00	53.93

Segment Leq : 53.93 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.08	0.00	-17.94	-1.35	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.10 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.18	0.00	-16.59	-1.32	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Total Leq All Segments: 59.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.91
(NIGHT): 59.47

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60
    
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-18.87	-1.46	0.00	0.00	0.00	43.57

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-21.39	-1.46	0.00	0.00	0.00	41.08

Segment Leq : 41.08 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 49.40 + 0.00) = 49.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-14.57	-0.57	0.00	0.00	-15.22	49.40

Segment Leq : 49.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.37	2.37

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-15.04	-0.58	0.00	0.00	-15.46	46.04

Segment Leq : 46.04 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.31 + 0.00) = 37.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.97	0.00	-21.20	-1.46	0.00	0.00	0.00	37.31

Segment Leq : 37.31 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

ROAD (0.00 + 38.11 + 0.00) = 38.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-19.12	-1.46	0.00	0.00	0.00	38.11

Segment Leq : 38.11 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.72 m

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.74	0.00	-5.68	-1.46	0.00	0.00	0.00	55.60

Segment Leq : 55.60 dBA

Total Leq All Segments: 57.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 36.09 + 0.00) = 36.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-17.83	-1.33	0.00	0.00	0.00	36.09

Segment Leq : 36.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-20.45	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-13.41	-0.34	0.00	0.00	-15.08	46.73

Segment Leq : 46.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.44	2.44

ROAD (0.00 + 42.83 + 0.00) = 42.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-13.83	-0.36	0.00	0.00	-15.33	42.83

Segment Leq : 42.83 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.05 + 0.00) = 34.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.71	0.00	-20.31	-1.35	0.00	0.00	0.00	34.05

Segment Leq : 34.05 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.67	0.00	-18.31	-1.35	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.71 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.72	0.00	-2.33	-1.34	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.31
(NIGHT): 53.18

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-17.27	-1.46	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 42.32 + 0.00) = 42.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-20.15	-1.46	0.00	0.00	0.00	42.32

Segment Leq : 42.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-13.53	-0.57	0.00	0.00	-15.18	50.48

Segment Leq : 50.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.40	2.40

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-14.05	-0.58	0.00	0.00	-15.42	47.06

Segment Leq : 47.06 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 38.56 + 0.00) = 38.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.97	0.00	-19.95	-1.46	0.00	0.00	0.00	38.56

Segment Leq : 38.56 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-17.58	-1.46	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.72 m

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.74	0.00	-5.68	-1.46	0.00	0.00	0.00	55.60

Segment Leq : 55.60 dBA

Total Leq All Segments: 57.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 37.62 + 0.00) = 37.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-16.30	-1.33	0.00	0.00	0.00	37.62

Segment Leq : 37.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 36.82 + 0.00) = 36.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-19.21	-1.35	0.00	0.00	0.00	36.82

Segment Leq : 36.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 47.82 + 0.00) = 47.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-12.40	-0.34	0.00	0.00	-15.01	47.82

Segment Leq : 47.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.48	2.48

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-12.89	-0.36	0.00	0.00	-15.27	43.83

Segment Leq : 43.83 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.71	0.00	-19.05	-1.35	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.67	0.00	-16.68	-1.35	0.00	0.00	0.00	37.65

Segment Leq : 37.65 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.71 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.72	0.00	-2.33	-1.34	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.72
(NIGHT): 53.65

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70
  
```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 56.83 + 0.00) = 56.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-6.27	0.00	0.00	0.00	0.00	56.83

Segment Leq : 56.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-9.65	0.00	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.76	0.00	-7.71	0.00	0.00	0.00	-14.93	57.12

Segment Leq : 57.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.56	2.56

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.11	0.00	-8.51	0.00	0.00	0.00	-15.23	53.36

Segment Leq : 53.36 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.74	0.00	-4.37	0.00	0.00	0.00	0.00	58.37

Segment Leq : 58.37 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.43 + 0.00) = 36.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-8.90	0.00	0.00	0.00	-14.64	36.43

Segment Leq : 36.43 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.68	0.68

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-7.15	0.00	0.00	0.00	-13.98	37.56

Segment Leq : 37.56 dBA

Total Leq All Segments: 63.25 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-6.47	0.00	0.00	0.00	0.00	49.13

Segment Leq : 49.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-9.75	0.00	0.00	0.00	0.00	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.57	0.00	-7.85	0.00	0.00	0.00	-14.58	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.70	2.70

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.35	0.00	-8.63	0.00	0.00	0.00	-14.95	48.76

Segment Leq : 48.76 dBA

Results segment # 5: Cousineau (night)

Source height = 0.71 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.72	0.00	-3.68	0.00	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-9.01	0.00	0.00	0.00	-14.48	32.22

Segment Leq : 32.22 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.56 ! 4.50 ! 0.71 ! 0.71

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-7.31	0.00	0.00	0.00	-13.79	34.57

Segment Leq : 34.57 dBA

Total Leq All Segments: 57.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.25
(NIGHT): 57.19

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

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-----
Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 61.53 + 0.00) = 61.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-1.56	0.00	0.00	0.00	0.00	61.53

Segment Leq : 61.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.38 + 0.00) = 55.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-7.30	0.00	0.00	0.00	0.00	55.38

Segment Leq : 55.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.76	0.00	-4.72	0.00	0.00	0.00	-14.44	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.79	2.79

ROAD (0.00 + 55.96 + 0.00) = 55.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.11	0.00	-6.20	0.00	0.00	0.00	-14.95	55.96

Segment Leq : 55.96 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.74	0.00	-4.37	0.00	0.00	0.00	0.00	58.37

Segment Leq : 58.37 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-6.61	0.00	0.00	0.00	-14.15	39.20

Segment Leq : 39.20 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.05	1.05

ROAD (0.00 + 43.60 + 0.00) = 43.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-4.09	0.00	0.00	0.00	-10.99	43.60

Segment Leq : 43.60 dBA

Total Leq All Segments: 66.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-2.13	0.00	0.00	0.00	0.00	53.46

Segment Leq : 53.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-7.46	0.00	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.57	0.00	-5.01	0.00	0.00	0.00	-13.74	56.82

Segment Leq : 56.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	3.01 !	3.01

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.35	0.00	-6.40	0.00	0.00	0.00	-14.47	51.47

Segment Leq : 51.47 dBA

Results segment # 5: Cousineau (night)

Source height = 0.71 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.72	0.00	-3.68	0.00	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.68 !	0.68

ROAD (0.00 + 35.05 + 0.00) = 35.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.80	0.00	0.00	0.00	-13.86	35.05

Segment Leq : 35.05 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.56 ! 4.50 ! 1.36 ! 1.36

ROAD (0.00 + 41.65 + 0.00) = 41.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-4.13	0.00	0.00	0.00	-9.90	41.65

Segment Leq : 41.65 dBA

Total Leq All Segments: 60.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.05
(NIGHT): 60.16

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

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Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-11.26	-1.46	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-15.54	-1.46	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 66.16 + 0.00) = 66.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-12.83	-1.41	0.00	0.00	0.00	66.16

Segment Leq : 66.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-14.15	-1.42	0.00	0.00	0.00	63.37

Segment Leq : 63.37 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 43.28 + 0.00) = 43.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-11.00	-1.32	0.00	0.00	0.00	43.28

Segment Leq : 43.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-15.01	-1.33	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-12.34	-1.26	0.00	0.00	0.00	63.06

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.25 + 0.00) = 60.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-13.55	-1.26	0.00	0.00	0.00	60.25

Segment Leq : 60.25 dBA

Total Leq All Segments: 64.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.93

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 57.53 + 0.00) = 57.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-4.10	-1.46	0.00	0.00	0.00	57.53

Segment Leq : 57.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-12.38	-1.46	0.00	0.00	0.00	48.84

Segment Leq : 48.84 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 70.82 + 0.00) = 70.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-8.18	-1.41	0.00	0.00	0.00	70.82

Segment Leq : 70.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 67.03 + 0.00) = 67.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-10.49	-1.42	0.00	0.00	0.00	67.03

Segment Leq : 67.03 dBA

Total Leq All Segments: 72.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-4.64	-1.32	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-12.07	-1.33	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 67.26 + 0.00) = 67.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-8.14	-1.26	0.00	0.00	0.00	67.26

Segment Leq : 67.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-10.21	-1.26	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Total Leq All Segments: 68.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.50
(NIGHT): 68.87

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22564/1751 veh/TimePeriod *
Medium truck volume : 323/25 veh/TimePeriod *
Heavy truck volume : 161/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 24836
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.80
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-9.81	-1.46	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-19.60	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.63	2.63

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.41	0.00	-11.20	-0.57	0.00	0.00	-15.12	53.52

Segment Leq : 53.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.94	0.00	-11.95	-0.58	0.00	0.00	-15.36	51.05

Segment Leq : 51.05 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.71	0.00	-9.23	-1.46	0.00	0.00	0.00	57.01

Segment Leq : 57.01 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 43.96 + 0.00) = 43.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.59	0.00	-10.17	-1.46	0.00	0.00	0.00	43.96

Segment Leq : 43.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.35	0.00	-19.70	-1.46	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.62	2.62

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.66	0.00	-11.33	-0.57	0.00	0.00	-15.13	49.63

Segment Leq : 49.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.07	0.00	-12.06	-0.58	0.00	0.00	-15.37	47.06

Segment Leq : 47.06 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.57 + 0.00) = 48.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.57

Segment Leq : 48.57 dBA

Total Leq All Segments: 53.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 53.83

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-9.43	-1.46	0.00	0.00	0.00	52.20

Segment Leq : 52.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-19.38	-1.46	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 53.70 + 0.00) = 53.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.41	0.00	-11.03	-0.57	0.00	0.00	-15.11	53.70

Segment Leq : 53.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.94	0.00	-11.80	-0.58	0.00	0.00	-15.35	51.20

Segment Leq : 51.20 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 44.32 + 0.00) = 44.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.59	0.00	-9.81	-1.46	0.00	0.00	0.00	44.32

Segment Leq : 44.32 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.41 + 0.00) = 33.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.35	0.00	-19.47	-1.46	0.00	0.00	0.00	33.41

Segment Leq : 33.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.63	2.63

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.66	0.00	-11.16	-0.57	0.00	0.00	-15.12	49.81

Segment Leq : 49.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 47.21 + 0.00) = 47.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.07	0.00	-11.92	-0.58	0.00	0.00	-15.36	47.21

Segment Leq : 47.21 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 54.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 54.24

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 22564/1751 veh/TimePeriod *
Medium truck volume : 323/25 veh/TimePeriod *
Heavy truck volume : 161/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 24836
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.80

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.44	0.00	-6.60	0.00	0.00	0.00	0.00	57.84

Segment Leq : 57.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.14	0.00	-12.45	0.00	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.26	0.00	0.00	0.00	-8.90	63.25

Segment Leq : 63.25 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-8.98	0.00	0.00	0.00	-8.85	59.91

Segment Leq : 59.91 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-9.63	0.00	0.00	0.00	-15.49	37.87

Segment Leq : 37.87 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.71	0.00	-9.07	0.00	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 66.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.84	0.00	-5.27	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.47	0.00	-12.16	0.00	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-7.40	0.00	0.00	0.00	-8.11	61.14

Segment Leq : 61.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-8.26	0.00	0.00	0.00	-8.22	58.32

Segment Leq : 58.32 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.01	!	1.01

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.02	0.00	0.00	0.00	-15.30	33.03

Segment Leq : 33.03 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.65	0.00	-8.99	0.00	0.00	0.00	0.00	50.66

Segment Leq : 50.66 dBA

Total Leq All Segments: 63.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.65
(NIGHT): 63.56

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 11990/2473 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3997/824 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

```

-----
Car traffic volume : 11366/2378 veh/TimePeriod *
Medium truck volume : 703/147 veh/TimePeriod *
Heavy truck volume : 5735/1200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 21529
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.95
Heavy Truck % of Total Volume : 32.21
Day (16 hrs) % of Total Volume : 82.70

```

Data for Segment # 2: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: 401NB off rp (day)

Source height = 2.22 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.18	0.00	-14.91	-1.42	0.00	0.00	0.00	62.84

Segment Leq : 62.84 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.38 m

ROAD (0.00 + 65.21 + 0.00) = 65.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.56	0.00	-13.94	-1.41	0.00	0.00	0.00	65.21

Segment Leq : 65.21 dBA

Total Leq All Segments: 67.19 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.22 m

ROAD (0.00 + 59.81 + 0.00) = 59.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.33	0.00	-14.26	-1.26	0.00	0.00	0.00	59.81

Segment Leq : 59.81 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.38 m

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.77	0.00	-13.36	-1.25	0.00	0.00	0.00	62.16

Segment Leq : 62.16 dBA

Total Leq All Segments: 64.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.19
(NIGHT): 64.15

**APPENDIX B.2.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2025**

DRAFT

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

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 193/19 veh/TimePeriod *
Heavy truck volume : 383/38 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 1.11
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2758/959 veh/TimePeriod *
Medium truck volume : 405/141 veh/TimePeriod *
Heavy truck volume : 3768/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9341
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 3236/1125 veh/TimePeriod *
Medium truck volume : 476/165 veh/TimePeriod *
Heavy truck volume : 4421/1537 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.03 !	1.50 !	-0.54 !	1.46

ROAD (0.00 + 46.96 + 0.00) = 46.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.71	0.00	-7.65	-1.23	0.00	0.00	-13.88	46.96

Segment Leq : 46.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-9.05	0.00	0.00	0.00	-16.72	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 53.57 + 0.00) = 53.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.51	0.00	-8.26	0.00	0.00	0.00	-16.68	53.57

Segment Leq : 53.57 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	-0.48	!	1.52

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.83	0.00	-11.16	0.00	0.00	0.00	-13.48	51.19

Segment Leq : 51.19 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.03	4.50	2.42	4.42

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.68	0.00	-6.79	-1.06	0.00	0.00	-5.00	49.83

Segment Leq : 49.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-8.79	0.00	0.00	0.00	-16.56	53.42

Segment Leq : 53.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-8.04	0.00	0.00	0.00	-16.48	52.41

Segment Leq : 52.41 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.53 ! 4.53

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.25	0.00	-11.00	0.00	0.00	0.00	99.00	162.25
-90	90	0.00	74.25	0.00	-11.00	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
(NIGHT): 64.17

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.33 + 0.00) = 46.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.15	0.00	-7.68	-1.24	0.00	0.00	-13.91	46.33

Segment Leq : 46.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-9.05	0.00	0.00	0.00	-16.72	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.84	2.84

ROAD (0.00 + 53.61 + 0.00) = 53.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-8.26	0.00	0.00	0.00	-16.68	53.61

Segment Leq : 53.61 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.78	1.50	-0.49	1.51

ROAD (0.00 + 45.87 + 0.00) = 45.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-10.54	0.00	0.00	0.00	-13.52	45.87

Segment Leq : 45.87 dBA

Total Leq All Segments: 58.55 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.42	4.42

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.11	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.23

Segment Leq : 49.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.94	2.94

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-8.79	0.00	0.00	0.00	-16.56	53.42

Segment Leq : 53.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.04	3.04

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-8.04	0.00	0.00	0.00	-16.48	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.78 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 54.31 + 0.00) = 54.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-10.41	0.00	0.00	0.00	99.00	153.31
-90	90	0.00	64.72	0.00	-10.41	0.00	0.00	0.00	0.00	54.31

* Bright Zone !

Segment Leq : 54.31 dBA

Total Leq All Segments: 58.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.55
(NIGHT): 58.78

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24919/2345 veh/TimePeriod *
Medium truck volume : 209/20 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27609
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.83
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 9028/1014 veh/TimePeriod *
Medium truck volume : 174/20 veh/TimePeriod *
Heavy truck volume : 86/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.87
Heavy Truck % of Total Volume : 0.93
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.14 0.00 -9.26 0.00 0.00 0.00 -13.04 41.84
-----
  
```

Segment Leq : 41.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.71 !	1.29

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.46	0.00	-0.64	-1.24	0.00	0.00	-14.59	51.00

Segment Leq : 51.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-7.19	0.00	0.00	0.00	-16.60	58.04

Segment Leq : 58.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-6.06	0.00	0.00	0.00	-16.49	56.00

Segment Leq : 56.00 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.22	0.00	-2.98	0.00	0.00	0.00	-15.47	45.77

Segment Leq : 45.77 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	1.50 !	1.86 !	1.86

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-8.23	0.00	0.00	0.00	-14.70	47.00

Segment Leq : 47.00 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 29.71 + 0.00) = 29.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-11.66	0.00	0.00	0.00	-12.97	29.71

Segment Leq : 29.71 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 42.15 + 0.00) = 42.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-9.36	0.00	0.00	0.00	-5.05	42.15

Segment Leq : 42.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	0.98 !	2.98

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.22	0.00	-1.65	-1.07	0.00	0.00	-9.02	48.49

Segment Leq : 48.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-7.35	0.00	0.00	0.00	-16.39	55.02

Segment Leq : 55.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-6.27	0.00	0.00	0.00	-16.21	54.49

Segment Leq : 54.49 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-3.40	0.00	0.00	0.00	-15.01	39.38

Segment Leq : 39.38 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-8.36	0.00	0.00	0.00	-14.50	41.85

Segment Leq : 41.85 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 29.84 + 0.00) = 29.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	46.57	0.00	-11.72	0.00	0.00	0.00	-5.01	29.84

Segment Leq : 29.84 dBA

Total Leq All Segments: 58.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.52

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24919/2345 veh/TimePeriod *
Medium truck volume : 209/20 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27609
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.83
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 9028/1014 veh/TimePeriod *
Medium truck volume : 174/20 veh/TimePeriod *
Heavy truck volume : 86/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.87
Heavy Truck % of Total Volume : 0.93
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.14 0.00 -9.26 0.00 0.00 0.00 -13.04 41.84
-----
  
```

Segment Leq : 41.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.69 !	1.31

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.46	0.00	-1.40	-1.24	0.00	0.00	-14.38	50.45

Segment Leq : 50.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.02 !	3.02

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-6.78	0.00	0.00	0.00	-16.57	58.48

Segment Leq : 58.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.23	!	3.23

ROAD (0.00 + 56.60 + 0.00) = 56.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-5.52	0.00	0.00	0.00	-16.43	56.60

Segment Leq : 56.60 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.22	0.00	-2.98	0.00	0.00	0.00	-15.47	45.77

Segment Leq : 45.77 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	1.50	!	1.86	!	1.86

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-8.23	0.00	0.00	0.00	-14.70	47.00

Segment Leq : 47.00 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.52	!	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 61.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 42.15 + 0.00) = 42.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-9.36	0.00	0.00	0.00	-5.05	42.15

Segment Leq : 42.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.13 !	3.13

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.22	0.00	-2.26	-1.07	0.00	0.00	-8.41	48.47

Segment Leq : 48.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-6.96	0.00	0.00	0.00	-16.33	55.47

Segment Leq : 55.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 55.11 + 0.00) = 55.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-5.76	0.00	0.00	0.00	-16.10	55.11

Segment Leq : 55.11 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-3.40	0.00	0.00	0.00	-15.01	39.38

Segment Leq : 39.38 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-8.36	0.00	0.00	0.00	-14.50	41.85

Segment Leq : 41.85 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 58.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.39
(NIGHT): 58.97

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume :      7/2323  veh/TimePeriod
Medium truck volume :    589/118  veh/TimePeriod
Heavy truck volume  :   4087/819  veh/TimePeriod
Posted speed limit  :    100 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      2      (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height     :    1.50 / 4.50 m
Topography          :      2      (Flat/gentle slope; with barrier)
Barrier angle1     : -90.00 deg   Angle2 : 90.00 deg
Barrier height     :    1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation    :    0.00 m
Receiver elevation  :    0.00 m
Barrier elevation   :    0.00 m
Reference angle     :    0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.79 !      1.50 !      1.44 !      1.44
```

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90   0.00  63.60   0.00  -7.90   0.00   0.00   0.00  -5.02  50.69
-----
```

Segment Leq : 50.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-3.74	0.00	0.00	0.00	-5.09	55.55

Segment Leq : 55.55 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.60 !	1.60

ROAD (0.00 + 75.27 + 0.00) = 75.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-6.84	0.00	0.00	0.00	-4.98	70.28*
-90	90	0.00	82.11	0.00	-6.84	0.00	0.00	0.00	0.00	75.27

* Bright Zone !

Segment Leq : 75.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.63	1.63

ROAD (0.00 + 73.20 + 0.00) = 73.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.80	0.00	-5.60	0.00	0.00	0.00	-4.97	68.23*
-90	90	0.00	78.80	0.00	-5.60	0.00	0.00	0.00	0.00	73.20

* Bright Zone !

Segment Leq : 73.20 dBA

Total Leq All Segments: 77.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.08	4.08

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-8.04	0.00	0.00	0.00	-0.26	47.82*
-90	90	0.00	56.11	0.00	-8.04	0.00	0.00	0.00	0.00	48.07

* Bright Zone !

Segment Leq : 48.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	3.25	3.25

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.43	0.00	-4.09	0.00	0.00	0.00	-0.52	52.82*
-90	90	0.00	57.43	0.00	-4.09	0.00	0.00	0.00	0.00	53.33

* Bright Zone !

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.14	4.14

ROAD (0.00 + 71.24 + 0.00) = 71.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.02	0.00	0.00	0.00	-0.27	70.98*
-90	90	0.00	78.26	0.00	-7.02	0.00	0.00	0.00	0.00	71.24

* Bright Zone !

Segment Leq : 71.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.24	!	4.50	!	3.99	!	3.99

ROAD (0.00 + 69.45 + 0.00) = 69.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-5.84	0.00	0.00	0.00	-0.28	69.16*
-90	90	0.00	75.28	0.00	-5.84	0.00	0.00	0.00	0.00	69.45

* Bright Zone !

Segment Leq : 69.45 dBA

Total Leq All Segments: 73.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.41
(NIGHT): 73.50

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15651/1232 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.70 ! 2.70
  
```

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 82.11 0.00 -9.43 0.00 0.00 0.00 -16.05 56.63
-----
  
```

Segment Leq : 56.63 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.59	2.59

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.83	0.00	0.00	0.00	-16.14	54.28

Segment Leq : 54.28 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-3.97	-1.46	0.00	0.00	0.00	56.58

Segment Leq : 56.58 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.60	0.00	-10.04	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.62	0.00	-7.99	0.00	0.00	0.00	0.00	56.63

Segment Leq : 56.63 dBA

Total Leq All Segments: 62.72 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-9.53	0.00	0.00	0.00	-15.89	52.84

Segment Leq : 52.84 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	2.72	2.72

ROAD (0.00 + 50.37 + 0.00) = 50.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-8.94	0.00	0.00	0.00	-15.97	50.37

Segment Leq : 50.37 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.98	0.00	-4.58	-1.35	0.00	0.00	0.00	48.04

Segment Leq : 48.04 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-10.13	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 49.51 + 0.00) = 49.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.64	0.00	-8.13	0.00	0.00	0.00	0.00	49.51

Segment Leq : 49.51 dBA

Total Leq All Segments: 56.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.72
(NIGHT): 56.94

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 15651/1232 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 16883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
    
```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-9.23	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-6.53	0.00	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.77	2.77

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-8.47	0.00	0.00	0.00	-15.99	57.65

Segment Leq : 57.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.70	2.70

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.66	0.00	0.00	0.00	-16.06	55.53

Segment Leq : 55.53 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-3.80	0.00	0.00	0.00	0.00	58.20

Segment Leq : 58.20 dBA

Total Leq All Segments: 63.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.77	0.00	-8.63	0.00	0.00	0.00	0.00	48.14

Segment Leq : 48.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-5.36	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.02	3.02

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	-15.68	54.83

Segment Leq : 54.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-6.78	0.00	0.00	0.00	-15.65	52.85

Segment Leq : 52.85 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.98	0.00	-1.86	0.00	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Total Leq All Segments: 58.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.45
(NIGHT): 58.85

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-8.51	0.00	0.00	0.00	0.00	56.27

Segment Leq : 56.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-5.10	0.00	0.00	0.00	0.00	55.47

Segment Leq : 55.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 74.50 + 0.00) = 74.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.61	0.00	0.00	0.00	0.00	74.50

Segment Leq : 74.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

ROAD (0.00 + 72.59 + 0.00) = 72.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-6.66	0.00	0.00	0.00	0.00	72.59

Segment Leq : 72.59 dBA

Total Leq All Segments: 76.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.77	0.00	-8.63	0.00	0.00	0.00	0.00	48.14

Segment Leq : 48.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-5.36	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 70.50 + 0.00) = 70.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	0.00	70.50

Segment Leq : 70.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

ROAD (0.00 + 68.44 + 0.00) = 68.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-6.84	0.00	0.00	0.00	0.00	68.44

Segment Leq : 68.44 dBA

Total Leq All Segments: 72.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.73
(NIGHT): 72.63

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-18.36	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-14.59	-1.46	0.00	0.00	0.00	47.97

Segment Leq : 47.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-12.65	-0.57	0.00	0.00	-15.14	52.89

Segment Leq : 52.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-12.06	-0.57	0.00	0.00	-15.22	50.74

Segment Leq : 50.74 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.31 + 0.00) = 30.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.14	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.31

Segment Leq : 30.31 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 27.78 + 0.00) = 27.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.12	0.00	-16.07	-1.19	0.00	0.00	-14.08	27.78

Segment Leq : 27.78 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.33	-1.46	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Total Leq All Segments: 56.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 36.98 + 0.00) = 36.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-17.61	-1.32	0.00	0.00	0.00	36.98

Segment Leq : 36.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-14.26	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-11.80	-0.34	0.00	0.00	-14.96	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.66 !	2.66

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-11.27	-0.35	0.00	0.00	-15.01	48.27

Segment Leq : 48.27 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.59 !	0.59

ROAD (0.00 + 26.87 + 0.00) = 26.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.75	0.00	-13.72	-1.02	0.00	0.00	-14.15	26.87

Segment Leq : 26.87 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.62 !	0.62

ROAD (0.00 + 25.52 + 0.00) = 25.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.89	0.00	-15.27	-1.02	0.00	0.00	-14.09	25.52

Segment Leq : 25.52 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.10	0.00	-16.53	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Total Leq All Segments: 52.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.21
(NIGHT): 52.89

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```
-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
```

Data for Segment # 7: Cousineau Dr (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 43.09 + 0.00) = 43.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-19.79	-1.46	0.00	0.00	0.00	43.09

Segment Leq : 43.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-17.31	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-13.86	-0.57	0.00	0.00	-15.19	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.50	2.50

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.44	-0.57	0.00	0.00	-15.28	49.30

Segment Leq : 49.30 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.22 + 0.00) = 28.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.14	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.22

Segment Leq : 28.22 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.64	0.64

ROAD (0.00 + 26.38 + 0.00) = 26.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.12	0.00	-17.45	-1.19	0.00	0.00	-14.10	26.38

Segment Leq : 26.38 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.33	-1.46	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Total Leq All Segments: 54.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 35.61 + 0.00) = 35.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-18.98	-1.32	0.00	0.00	0.00	35.61

Segment Leq : 35.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-16.84	-1.35	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-12.93	-0.34	0.00	0.00	-15.05	48.90

Segment Leq : 48.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.58	2.58

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-12.55	-0.35	0.00	0.00	-15.12	46.88

Segment Leq : 46.88 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.57	0.57

ROAD (0.00 + 24.96 + 0.00) = 24.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.75	0.00	-15.55	-1.02	0.00	0.00	-14.22	24.96

Segment Leq : 24.96 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.61 !	0.61

ROAD (0.00 + 24.21 + 0.00) = 24.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.89	0.00	-16.54	-1.02	0.00	0.00	-14.13	24.21

Segment Leq : 24.21 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.10	0.00	-16.53	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.73
(NIGHT): 51.53

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
    
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 53.77 + 0.00) = 53.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-9.46	0.00	0.00	0.00	0.00	53.77

Segment Leq : 53.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.96	0.00	0.00	0.00	0.00	55.97

Segment Leq : 55.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.70	!	2.70

ROAD (0.00 + 58.01 + 0.00) = 58.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.75	0.00	0.00	0.00	-15.03	58.01

Segment Leq : 58.01 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-7.99	0.00	0.00	0.00	-15.11	56.98

Segment Leq : 56.98 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 34.80 + 0.00) = 34.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-7.62	0.00	0.00	0.00	-17.72	34.80

Segment Leq : 34.80 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.73	0.73

ROAD (0.00 + 32.37 + 0.00) = 32.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-9.02	0.00	0.00	0.00	-17.72	32.37

Segment Leq : 32.37 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	0.00	0.00	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Total Leq All Segments: 64.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.05	0.00	0.00	0.00	0.00	46.72

Segment Leq : 46.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 48.20 + 0.00) = 48.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.20	0.00	0.00	0.00	0.00	48.20

Segment Leq : 48.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-8.26	0.00	0.00	0.00	-14.66	55.14

Segment Leq : 55.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.40	0.00	0.00	0.00	-14.65	54.69

Segment Leq : 54.69 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.76	!	0.76

ROAD (0.00 + 31.18 + 0.00) = 31.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-6.98	0.00	0.00	0.00	-17.59	31.18

Segment Leq : 31.18 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.74 !	0.74

ROAD (0.00 + 29.71 + 0.00) = 29.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-8.52	0.00	0.00	0.00	-17.66	29.71

Segment Leq : 29.71 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.10	0.00	-0.79	0.00	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Total Leq All Segments: 59.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.24
(NIGHT): 59.40

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13118/2763 veh/TimePeriod *
Medium truck volume : 922/194 veh/TimePeriod *
Heavy truck volume : 7711/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-10.73	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 54.07 + 0.00) = 54.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-8.86	0.00	0.00	0.00	0.00	54.07

Segment Leq : 54.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.61	!	2.61

ROAD (0.00 + 56.48 + 0.00) = 56.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-10.18	0.00	0.00	0.00	-15.13	56.48

Segment Leq : 56.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.53	!	2.53

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-9.65	0.00	0.00	0.00	-15.25	55.19

Segment Leq : 55.19 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.61	0.61

ROAD (0.00 + 33.00 + 0.00) = 33.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-9.37	0.00	0.00	0.00	-17.77	33.00

Segment Leq : 33.00 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.69	0.69

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-10.38	0.00	0.00	0.00	-17.75	30.99

Segment Leq : 30.99 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	0.00	0.00	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Total Leq All Segments: 63.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-10.43	0.00	0.00	0.00	0.00	45.34

Segment Leq : 45.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.01 + 0.00) = 46.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-8.39	0.00	0.00	0.00	0.00	46.01

Segment Leq : 46.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.75	2.75

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.04	0.00	-9.82	0.00	0.00	0.00	-14.89	53.33

Segment Leq : 53.33 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.69	!	2.69

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-9.23	0.00	0.00	0.00	-14.97	52.55

Segment Leq : 52.55 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.67	!	0.67

ROAD (0.00 + 29.11 + 0.00) = 29.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-8.95	0.00	0.00	0.00	-17.69	29.11

Segment Leq : 29.11 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.68 !	0.68

ROAD (0.00 + 28.13 + 0.00) = 28.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-10.05	0.00	0.00	0.00	-17.71	28.13

Segment Leq : 28.13 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.10	0.00	-0.79	0.00	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Total Leq All Segments: 57.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.21
(NIGHT): 57.82

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-22.92	-1.46	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-21.68	-1.46	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 58.21 + 0.00) = 58.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-22.16	-1.41	0.00	0.00	0.00	58.21

Segment Leq : 58.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 56.85 + 0.00) = 56.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-21.83	-1.42	0.00	0.00	0.00	56.85

Segment Leq : 56.85 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-21.47	-1.32	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-20.30	-1.33	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.23 + 0.00) = 56.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-20.58	-1.25	0.00	0.00	0.00	56.23

Segment Leq : 56.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-20.24	-1.26	0.00	0.00	0.00	55.24

Segment Leq : 55.24 dBA

Total Leq All Segments: 58.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 58.80

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14874/3444 veh/TimePeriod *
Medium truck volume : 812/188 veh/TimePeriod *
Heavy truck volume : 5914/1369 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

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

```

24 hr Traffic Volume (AADT or SADT): 26602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 38.06 + 0.00) = 38.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-23.72	-1.46	0.00	0.00	0.00	38.06

Segment Leq : 38.06 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-22.49	-1.46	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 57.44 + 0.00) = 57.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-22.93	-1.41	0.00	0.00	0.00	57.44

Segment Leq : 57.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.80	0.00	-22.65	-1.42	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 60.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 32.20 + 0.00) = 32.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-22.24	-1.32	0.00	0.00	0.00	32.20

Segment Leq : 32.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 31.93 + 0.00) = 31.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-21.14	-1.33	0.00	0.00	0.00	31.93

Segment Leq : 31.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-21.36	-1.25	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 55.13 + 0.00) = 55.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.45	0.00	-21.07	-1.26	0.00	0.00	0.00	55.13

Segment Leq : 55.13 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.17
(NIGHT): 58.32

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.21 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.23 0.00 -9.40 0.00 0.00 0.00 -10.00 43.83
-----
  
```

Segment Leq : 43.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	1.50	-1.20	1.30

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.20	0.00	0.00	0.00	-11.04	45.70

Segment Leq : 45.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 67.44 + 0.00) = 67.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.63	0.00	0.00	0.00	-5.72	67.44

Segment Leq : 67.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 66.27 + 0.00) = 66.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-7.85	0.00	0.00	0.00	-5.96	66.27

Segment Leq : 66.27 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 69.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.20	!	4.50	!	1.33	!	3.83

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.49	0.00	0.00	0.00	-5.84	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.94	!	4.50	!	0.53	!	3.03

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.40	0.00	0.00	0.00	-7.65	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.65	!	2.65

ROAD (0.00 + 63.94 + 0.00) = 63.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-8.75	0.00	0.00	0.00	-5.38	63.94

Segment Leq : 63.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.99	0.00	0.00	0.00	-5.51	63.25

Segment Leq : 63.25 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-10.41	0.00	0.00	0.00	-5.66	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 66.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.95
(NIGHT): 66.65

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12640/2926 veh/TimePeriod *
Medium truck volume : 688/159 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.75
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.21 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.23 0.00 -9.65 0.00 0.00 0.00 -9.96 43.62
-----
  
```

Segment Leq : 43.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	-1.20 !	1.30

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.20	0.00	0.00	0.00	-11.04	45.70

Segment Leq : 45.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 67.04 + 0.00) = 67.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-9.01	0.00	0.00	0.00	-5.74	67.04

Segment Leq : 67.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 65.79 + 0.00) = 65.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-8.30	0.00	0.00	0.00	-6.00	65.79

Segment Leq : 65.79 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 69.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.20	!	4.50	!	1.37	!	3.87

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.75	0.00	0.00	0.00	-5.78	40.24

Segment Leq : 40.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.94	!	4.50	!	0.53	!	3.03

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.40	0.00	0.00	0.00	-7.65	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.63	!	2.63

ROAD (0.00 + 63.53 + 0.00) = 63.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-9.12	0.00	0.00	0.00	-5.42	63.53

Segment Leq : 63.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.56	!	2.56

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.74	0.00	-8.43	0.00	0.00	0.00	-5.57	62.74

Segment Leq : 62.74 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.87 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-10.41	0.00	0.00	0.00	-5.66	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 66.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.52
(NIGHT): 66.20

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```

-----
Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 6: 401 on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.72 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.46
-----
  
```

Segment Leq : 38.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.51	0.00	-7.75	-1.16	0.00	0.00	-8.24	48.36

Segment Leq : 48.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.21 + 0.00) = 62.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-10.61	0.00	0.00	0.00	-8.97	62.21

Segment Leq : 62.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.16	0.00	0.00	0.00	-8.94	60.09

Segment Leq : 60.09 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-9.41	0.00	0.00	0.00	-7.61	49.18

Segment Leq : 49.18 dBA

Results segment # 6: 401 on rp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.94	0.94

ROAD (0.00 + 37.66 + 0.00) = 37.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-9.99	0.00	0.00	0.00	-15.39	37.66

Segment Leq : 37.66 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.23	4.23

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.32	0.00	-16.67	-0.99	0.00	0.00	-3.12	36.53*
-90	90	0.59	57.32	0.00	-18.84	-1.33	0.00	0.00	0.00	37.14

* Bright Zone !

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.61	3.61

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-7.64	-0.99	0.00	0.00	-4.43	43.58*
-90	90	0.59	56.64	0.00	-8.64	-1.33	0.00	0.00	0.00	46.67

* Bright Zone !

Segment Leq : 46.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 58.70 + 0.00) = 58.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-10.71	0.00	0.00	0.00	-8.66	58.70

Segment Leq : 58.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 58.09 + 0.00) = 58.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-10.24	0.00	0.00	0.00	-8.60	58.09

Segment Leq : 58.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	4.15	4.15

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-9.51	0.00	0.00	0.00	-2.75	45.52*
-90	90	0.00	57.78	0.00	-9.51	0.00	0.00	0.00	0.00	48.27

* Bright Zone !

Segment Leq : 48.27 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.20 + 0.00) = 32.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-9.88	0.00	0.00	0.00	-15.37	32.20

Segment Leq : 32.20 dBA

Total Leq All Segments: 61.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 61.78

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7789/1310 veh/TimePeriod *
Medium truck volume : 557/94 veh/TimePeriod *
Heavy truck volume : 4719/794 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15262
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.12
Day (16 hrs) % of Total Volume : 85.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9173/1204 veh/TimePeriod *
Medium truck volume : 165/22 veh/TimePeriod *
Heavy truck volume : 533/70 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 11166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 5.40
Day (16 hrs) % of Total Volume : 88.40

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8036/1800 veh/TimePeriod *
Medium truck volume : 148/33 veh/TimePeriod *
Heavy truck volume : 476/107 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 5.50
Day (16 hrs) % of Total Volume : 81.70

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Car traffic volume : 7792/1851 veh/TimePeriod *
Medium truck volume : 107/25 veh/TimePeriod *
Heavy truck volume : 53/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 9841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 80.80
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.48 ! 1.48
```

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.72 0.00 -12.78 0.00 0.00 0.00 -8.09 43.86
-----
```

Segment Leq : 43.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.36	!	1.36

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.51	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.42

Segment Leq : 49.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.46 + 0.00) = 60.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.65	0.00	-11.24	0.00	0.00	0.00	-7.95	60.46

Segment Leq : 60.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.43 + 0.00) = 60.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.80	0.00	0.00	0.00	-7.95	60.43

Segment Leq : 60.43 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-6.35	0.00	0.00	0.00	-8.52	48.17

Segment Leq : 48.17 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.52 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.52 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.02	0.00	-9.34	0.00	0.00	0.00	-8.11	50.57

Segment Leq : 50.57 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-12.65	0.00	0.00	0.00	-8.03	46.84

Segment Leq : 46.84 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-11.37	0.00	0.00	0.00	-8.13	43.51

Segment Leq : 43.51 dBA

Total Leq All Segments: 64.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.35	4.35

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.32	0.00	-12.83	0.00	0.00	0.00	-1.47	43.02*
-90	90	0.00	57.32	0.00	-12.83	0.00	0.00	0.00	0.00	44.49

* Bright Zone !

Segment Leq : 44.49 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.34	3.34

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.76*
-90	90	0.59	56.64	0.00	-6.85	-1.33	0.00	0.00	0.00	48.46

* Bright Zone !

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-11.30	0.00	0.00	0.00	-1.55	62.06*
-90	90	0.00	74.92	0.00	-11.30	0.00	0.00	0.00	0.00	63.62

* Bright Zone !

Segment Leq : 63.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.05 + 0.00) = 66.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-10.88	0.00	0.00	0.00	-1.59	64.46*
-90	90	0.00	76.92	0.00	-10.88	0.00	0.00	0.00	0.00	66.05

* Bright Zone !

Segment Leq : 66.05 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.98	0.98

ROAD (0.00 + 37.54 + 0.00) = 37.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-6.55	0.00	0.00	0.00	-13.36	37.54

Segment Leq : 37.54 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.52 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.52 !	4.50 !	1.57 !	1.57

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.22	0.00	-9.44	0.00	0.00	0.00	-11.58	41.20

Segment Leq : 41.20 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.04	0.00	-12.69	0.00	0.00	0.00	-1.62	49.72*
-90	90	0.00	64.04	0.00	-12.69	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.10	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.37

* Bright Zone !

Segment Leq : 48.37 dBA

Total Leq All Segments: 68.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.11
(NIGHT): 68.23

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14633/3040 veh/TimePeriod *
Medium truck volume : 726/151 veh/TimePeriod *
Heavy truck volume : 5095/1058 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 24704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.55
Heavy Truck % of Total Volume : 24.91
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13617/2929 veh/TimePeriod *
Medium truck volume : 921/198 veh/TimePeriod *
Heavy truck volume : 7654/1646 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 26965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 34.49
Day (16 hrs) % of Total Volume : 82.30
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.21 0.00 -10.25 -1.09 0.00 0.00 -7.08 61.78
-----
  
```

Segment Leq : 61.78 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 64.96 + 0.00) = 64.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.77	0.00	-8.73	-1.08	0.00	0.00	-7.01	64.96

Segment Leq : 64.96 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	3.98	3.98

ROAD (0.00 + 63.96 + 0.00) = 63.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.40	0.00	-9.85	-0.91	0.00	0.00	-3.77	61.86*
-90	90	0.55	76.40	0.00	-11.17	-1.26	0.00	0.00	0.00	63.96

* Bright Zone !

Segment Leq : 63.96 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 67.24 + 0.00) = 67.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.11	0.00	-8.48	-0.90	0.00	0.00	-2.82	65.91*
-90	90	0.54	78.11	0.00	-9.62	-1.25	0.00	0.00	0.00	67.24

* Bright Zone !

Segment Leq : 67.24 dBA

Total Leq All Segments: 68.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.91

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

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 428/114 veh/TimePeriod *
Medium truck volume : 70/18 veh/TimePeriod *
Heavy truck volume : 1494/397 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 75.00
Day (16 hrs) % of Total Volume : 79.00

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 1734/313 veh/TimePeriod *
Medium truck volume : 219/40 veh/TimePeriod *
Heavy truck volume : 10731/1938 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 84.60
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 20985/1339 veh/TimePeriod *
Medium truck volume : 348/22 veh/TimePeriod *
Heavy truck volume : 174/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

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

```

24 hr Traffic Volume (AADT or SADT): 22881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.62
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 94.00
    
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.83	0.00	-15.29	-0.71	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.55	0.00	-15.67	-0.71	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	71.01	0.00	-20.10	-1.14	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 2.40 m

ROAD (0.00 + 61.80 + 0.00) = 61.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	79.53	0.00	-16.58	-1.14	0.00	0.00	0.00	61.80

Segment Leq : 61.80 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.09 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.74	0.00	-20.20	-1.16	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-23.28	-1.46	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-23.63	-1.46	0.00	0.00	0.00	50.27

Segment Leq : 50.27 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.63	0.00	-5.56	0.00	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Total Leq All Segments: 69.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.00 + 0.00) = 64.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.77	0.00	-14.28	-0.50	0.00	0.00	0.00	64.00

Segment Leq : 64.00 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.97	0.00	-14.63	-0.50	0.00	0.00	0.00	61.85

Segment Leq : 61.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	68.26	0.00	-18.93	-0.97	0.00	0.00	0.00	48.36

Segment Leq : 48.36 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 2.40 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	75.10	0.00	-15.66	-0.97	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.09 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	61.74	0.00	-19.04	-0.98	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.12	-1.31	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.35 + 0.00) = 44.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-22.50	-1.31	0.00	0.00	0.00	44.35

Segment Leq : 44.35 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.95 m

ROAD (0.00 + 52.87 + 0.00) = 52.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.67	0.00	-5.80	0.00	0.00	0.00	0.00	52.87

Segment Leq : 52.87 dBA

Total Leq All Segments: 67.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.64
(NIGHT): 67.12

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

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

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-25.26	-1.46	0.00	0.00	0.00	41.32

Segment Leq : 41.32 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.47 + 0.00) = 62.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.83	0.00	-17.95	-1.41	0.00	0.00	0.00	62.47

Segment Leq : 62.47 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.54 + 0.00) = 58.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.55	0.00	-18.60	-1.41	0.00	0.00	0.00	58.54

Segment Leq : 58.54 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-22.08	-1.46	0.00	0.00	0.00	52.89

Segment Leq : 52.89 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-22.50	-1.46	0.00	0.00	0.00	51.40

Segment Leq : 51.40 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 43.41 + 0.00) = 43.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-25.08	-1.44	0.00	0.00	0.00	43.41

Segment Leq : 43.41 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-24.12	-1.33	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.77	0.00	-16.48	-1.25	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.97	0.00	-17.17	-1.25	0.00	0.00	0.00	58.55

Segment Leq : 58.55 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-20.74	-1.31	0.00	0.00	0.00	46.54

Segment Leq : 46.54 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.64 + 0.00) = 45.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-21.20	-1.31	0.00	0.00	0.00	45.64

Segment Leq : 45.64 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-23.75	-1.29	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 63.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 63.25

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

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Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: 401SB offrmp (day/night)

Car traffic volume : 11599/2111 veh/TimePeriod *
Medium truck volume : 218/40 veh/TimePeriod *
Heavy truck volume : 853/155 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 6.73
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 7: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

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Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 9: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 9: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 494.80 / 497.80 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: N.Service Rd (day)

 Source height = 0.89 m

ROAD (0.00 + 41.34 + 0.00) = 41.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-25.24	-1.46	0.00	0.00	0.00	41.34

 Segment Leq : 41.34 dBA

Results segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

ROAD (0.00 + 72.41 + 0.00) = 72.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.83	0.00	-8.71	-0.71	0.00	0.00	0.00	72.41

 Segment Leq : 72.41 dBA

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Results segment # 3: Hwy 401 NB (day)

 Source height = 2.40 m

ROAD (0.00 + 67.90 + 0.00) = 67.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.55	0.00	-9.94	-0.71	0.00	0.00	0.00	67.90

 Segment Leq : 67.90 dBA

Results segment # 4: ECR rmp 2401 (day)

 Source height = 2.09 m

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.74	0.00	-14.45	-1.43	0.00	0.00	0.00	45.86

Segment Leq : 45.86 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-22.08	-1.46	0.00	0.00	0.00	52.89

Segment Leq : 52.89 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-22.50	-1.46	0.00	0.00	0.00	51.40

Segment Leq : 51.40 dBA

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Results segment # 7: 401SBonrmpEC (day)

Source height = 1.61 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.79	0.00	-25.21	-1.45	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.79	0.00	-25.21	-1.45	0.00	0.00	0.00	43.13

-90 90 0.66 57.07 0.00 -5.46 -1.46 0.00 0.00 0.00 50.15

Segment Leq : 50.15 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 43.41 + 0.00) = 43.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.65	69.93	0.00	-25.08	-1.44	0.00	0.00	0.00	43.41
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Segment Leq : 43.41 dBA

Total Leq All Segments: 73.82 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.84 + 0.00) = 35.84 dBA

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

-90	90	0.59	61.24	0.00	-24.07	-1.33	0.00	0.00	0.00	35.84
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Segment Leq : 35.84 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 71.11 + 0.00) = 71.11 dBA

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

-90	90	0.18	78.77	0.00	-7.17	-0.50	0.00	0.00	0.00	71.11
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Segment Leq : 71.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 67.84 + 0.00) = 67.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90 90 0.18 76.97 0.00 -8.63 -0.50 0.00 0.00 0.00 67.84

Segment Leq : 67.84 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.09 m

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

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

-90	90	0.55	61.74	0.00	-13.04	-1.27	0.00	0.00	0.00	47.43
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Segment Leq : 47.43 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

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

-90	90	0.57	68.58	0.00	-20.74	-1.31	0.00	0.00	0.00	46.54
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Segment Leq : 46.54 dBA

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Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.64 + 0.00) = 45.64 dBA

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

-90	90	0.58	68.16	0.00	-21.20	-1.31	0.00	0.00	0.00	45.64
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Segment Leq : 45.64 dBA

Results segment # 7: 401SBonrmpEC (night)

Source height = 1.61 m

ROAD (0.00 + 40.30 + 0.00) = 40.30 dBA

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

-90	90	0.57	65.40	0.00	-23.80	-1.30	0.00	0.00	0.00	40.30
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Segment Leq : 40.30 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-23.75	-1.29	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Total Leq All Segments: 72.83 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 73.82
(NIGHT): 72.83

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 23236/2214 veh/TimePeriod *
Medium truck volume : 3068/292 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 11.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-22.10	-1.46	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.83	0.00	-11.81	-0.42	0.00	0.00	-16.08	53.52

Segment Leq : 53.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.55	0.00	-12.34	-0.42	0.00	0.00	-16.10	49.68

Segment Leq : 49.68 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-24.11	-1.46	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.29	0.00	-24.44	-1.46	0.00	0.00	0.00	51.39

Segment Leq : 51.39 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-20.17	-1.44	0.00	0.00	0.00	48.31

Segment Leq : 48.31 dBA

Total Leq All Segments: 58.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-21.21	-1.33	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.77	0.00	-10.97	-0.18	0.00	0.00	-15.96	51.66

Segment Leq : 51.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.97	0.00	-11.46	-0.18	0.00	0.00	-15.99	49.34

Segment Leq : 49.34 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.90	-1.31	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	70.08	0.00	-23.25	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-18.91	-1.29	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Total Leq All Segments: 55.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.78
(NIGHT): 55.82

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```
-----
Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60
```

Data for Segment # 8: EC Row ramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-22.10	-1.46	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 59.36 + 0.00) = 59.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.83	0.00	-6.37	-0.42	0.00	0.00	-15.68	59.36

Segment Leq : 59.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.54 + 0.00) = 54.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.55	0.00	-7.75	-0.42	0.00	0.00	-15.84	54.54

Segment Leq : 54.54 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-24.11	-1.46	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.46 + 0.00) = 49.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-24.44	-1.46	0.00	0.00	0.00	49.46

Segment Leq : 49.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-20.17	-1.44	0.00	0.00	0.00	48.31

Segment Leq : 48.31 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.09 m

ROAD (0.00 + 39.84 + 0.00) = 39.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.74	0.00	-20.48	-1.43	0.00	0.00	0.00	39.84

Segment Leq : 39.84 dBA

Total Leq All Segments: 61.89 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-21.21	-1.33	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.13 + 0.00) = 57.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.77	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.13

Segment Leq : 57.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.97	0.00	-7.34	-0.18	0.00	0.00	-15.52	53.93

Segment Leq : 53.93 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.90	-1.31	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-23.25	-1.31	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-18.91	-1.29	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.09 m

ROAD (0.00 + 41.04 + 0.00) = 41.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.74	0.00	-19.43	-1.27	0.00	0.00	0.00	41.04

Segment Leq : 41.04 dBA

Total Leq All Segments: 59.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.89
(NIGHT): 59.61

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.15	0.00	-18.66	-1.46	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.83	0.00	-10.69	-0.26	0.00	0.00	-16.76	54.13

Segment Leq : 54.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.55	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.23

Segment Leq : 50.23 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 63.38 + 0.00) = 63.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-6.55	0.00	0.00	0.00	0.00	63.38

Segment Leq : 63.38 dBA

Total Leq All Segments: 64.48 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.11	0.00	-17.32	-1.34	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-9.39	-0.01	0.00	0.00	-16.61	52.76

Segment Leq : 52.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-9.93	-0.01	0.00	0.00	-16.65	50.39

Segment Leq : 50.39 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 58.86 + 0.00) = 58.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-5.86	0.00	0.00	0.00	0.00	58.86

Segment Leq : 58.86 dBA

Total Leq All Segments: 60.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.48
(NIGHT): 60.68

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```
-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
```

Data for Segment # 5: 401SB onramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.15	0.00	-18.66	-1.46	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.83	0.00	-9.26	-0.26	0.00	0.00	-16.69	55.62

Segment Leq : 55.62 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.55	0.00	-10.01	-0.26	0.00	0.00	-16.73	51.55

Segment Leq : 51.55 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 63.38 + 0.00) = 63.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-6.55	0.00	0.00	0.00	0.00	63.38

Segment Leq : 63.38 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.11	0.00	-17.32	-1.34	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-7.78	-0.01	0.00	0.00	-16.45	54.53

Segment Leq : 54.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-8.58	-0.01	0.00	0.00	-16.54	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 58.86 + 0.00) = 58.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-5.86	0.00	0.00	0.00	0.00	58.86

Segment Leq : 58.86 dBA

Total Leq All Segments: 61.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 61.17

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11266/940 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 10275/797   veh/TimePeriod *
Medium truck volume :    27/2     veh/TimePeriod *
Heavy truck volume  :    13/1     veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11116
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.26
Heavy Truck % of Total Volume     : 0.13
Day (16 hrs) % of Total Volume    : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.83 !      1.50 !      1.45 !      1.45
  
```

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.59  64.15   0.00 -12.25  -1.34   0.00   0.00  -5.01  45.55
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
  
```

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.38	0.00	-15.69	-1.34	0.00	0.00	-5.01	42.34

Segment Leq : 42.34 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	82.11	0.00	-13.19	-1.25	0.00	0.00	-5.00	62.67*
-90	90	0.63	82.11	0.00	-13.97	-1.41	0.00	0.00	0.00	66.73

* Bright Zone !

Segment Leq : 66.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	1.54	1.54

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	79.25	0.00	-14.27	-1.26	0.00	0.00	-5.00	58.72*
-90	90	0.64	79.25	0.00	-15.11	-1.42	0.00	0.00	0.00	62.72

* Bright Zone !

Segment Leq : 62.72 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	1.32	1.32

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.66	0.00	-3.01	0.00	0.00	0.00	-5.14	52.51

Segment Leq : 52.51 dBA

Total Leq All Segments: 68.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.37	4.37

ROAD (0.00 + 42.93 + 0.00) = 42.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.29	0.00	-11.34	-1.17	0.00	0.00	-0.07	43.71*
-90	90	0.59	56.29	0.00	-12.02	-1.34	0.00	0.00	0.00	42.93

* Bright Zone !

Segment Leq : 42.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	4.32	4.32

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.43	0.00	-14.67	-1.17	0.00	0.00	-0.15	41.44*
-90	90	0.59	57.43	0.00	-15.56	-1.34	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.36	4.36

ROAD (0.00 + 64.00 + 0.00) = 64.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	78.26	0.00	-12.24	-1.08	0.00	0.00	-0.14	64.80*
-90	90	0.54	78.26	0.00	-13.01	-1.25	0.00	0.00	0.00	64.00

* Bright Zone !

Segment Leq : 64.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	4.37	4.37

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	75.28	0.00	-13.29	-1.09	0.00	0.00	-0.14	60.76*
-90	90	0.55	75.28	0.00	-14.12	-1.26	0.00	0.00	0.00	59.90

* Bright Zone !

Segment Leq : 59.90 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.59	!	4.50	!	4.93	!	4.93

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	99.00	150.77
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

* Bright Zone !

Segment Leq : 51.77 dBA

Total Leq All Segments: 65.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.33
(NIGHT): 65.65

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 6324/411 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 10275/797 veh/TimePeriod *
Medium truck volume : 27/2 veh/TimePeriod *
Heavy truck volume : 13/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11116
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```

-----
Car traffic volume : 6324/411 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 7: Fazio Dr. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.59 ! 1.41
  
```

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.14 0.00 -6.53 0.00 0.00 0.00 -10.51 47.10
-----
  
```

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-9.19	0.00	0.00	0.00	-10.22	44.96

Segment Leq : 44.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	-0.41	!	1.59

ROAD (0.00 + 64.53 + 0.00) = 64.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.61	0.00	0.00	0.00	-9.97	64.53

Segment Leq : 64.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24 !	1.50 !	-0.44 !	1.56

ROAD (0.00 + 60.83 + 0.00) = 60.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.43	0.00	0.00	0.00	-9.99	60.83

Segment Leq : 60.83 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83 !	1.50 !	-0.73 !	1.27

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	-2.39	0.00	0.00	0.00	-11.68	45.57

Segment Leq : 45.57 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	-0.63	1.37

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.66	0.00	-6.09	0.00	0.00	0.00	-10.66	43.91

Segment Leq : 43.91 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.63	1.37

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	-4.87	0.00	0.00	0.00	-10.82	43.95

Segment Leq : 43.95 dBA

Total Leq All Segments: 66.25 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.88	3.88

ROAD (0.00 + 49.85 + 0.00) = 49.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-6.72	0.00	0.00	0.00	-5.00	44.85*
-90	90	0.00	56.57	0.00	-6.72	0.00	0.00	0.00	0.00	49.85

* Bright Zone !

Segment Leq : 49.85 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.12	4.12

ROAD (0.00 + 48.13 + 0.00) = 48.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.43	0.00	-9.29	0.00	0.00	0.00	-4.88	43.26*
-90	90	0.00	57.43	0.00	-9.29	0.00	0.00	0.00	0.00	48.13

* Bright Zone !

Segment Leq : 48.13 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.19	4.19

ROAD (0.00 + 70.50 + 0.00) = 70.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	-4.79	65.71*
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	0.00	70.50

* Bright Zone !

Segment Leq : 70.50 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	2.23	4.23

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-8.55	0.00	0.00	0.00	-4.76	61.97*
-90	90	0.00	75.28	0.00	-8.55	0.00	0.00	0.00	0.00	66.73

* Bright Zone !

Segment Leq : 66.73 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	0.86	!	2.86

ROAD (0.00 + 41.22 + 0.00) = 41.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.81	0.00	-2.86	0.00	0.00	0.00	-6.73	41.22

Segment Leq : 41.22 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.59	!	4.50	!	1.71	!	3.71

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-6.30	0.00	0.00	0.00	-5.02	41.23

Segment Leq : 41.23 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	1.90	!	3.90

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.81	0.00	-4.57	0.00	0.00	0.00	-4.98	41.26*
-90	90	0.00	50.81	0.00	-4.57	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Total Leq All Segments: 72.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.25
(NIGHT): 72.08

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-15.08	-1.46	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-19.01	-1.46	0.00	0.00	0.00	44.16

Segment Leq : 44.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.07 + 0.00) = 64.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.11	0.00	-16.63	-1.41	0.00	0.00	0.00	64.07

Segment Leq : 64.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.25	0.00	-17.45	-1.42	0.00	0.00	0.00	60.38

Segment Leq : 60.38 dBA

Total Leq All Segments: 65.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.76 + 0.00) = 39.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.11	0.00	-14.90	-1.46	0.00	0.00	0.00	39.76

Segment Leq : 39.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.28 + 0.00) = 37.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.64	0.00	-18.90	-1.46	0.00	0.00	0.00	37.28

Segment Leq : 37.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.36 + 0.00) = 60.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.26	0.00	-16.49	-1.41	0.00	0.00	0.00	60.36

Segment Leq : 60.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.28	0.00	-17.33	-1.42	0.00	0.00	0.00	56.53

Segment Leq : 56.53 dBA

Total Leq All Segments: 61.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.71
(NIGHT): 61.91

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.56 + 0.00) = 40.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-21.59	-1.46	0.00	0.00	0.00	40.56

Segment Leq : 40.56 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 40.33 + 0.00) = 40.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-22.84	-1.46	0.00	0.00	0.00	40.33

Segment Leq : 40.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 50.16 + 0.00) = 50.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.11	0.00	-15.35	-0.42	0.00	0.00	-16.18	50.16

Segment Leq : 50.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.36	2.36

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.25	0.00	-15.67	-0.43	0.00	0.00	-16.31	46.84

Segment Leq : 46.84 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-4.96	0.00	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Total Leq All Segments: 58.52 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.18 + 0.00) = 34.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-20.59	-1.34	0.00	0.00	0.00	34.18

Segment Leq : 34.18 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.50 + 0.00) = 34.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.64	0.00	-21.80	-1.34	0.00	0.00	0.00	34.50

Segment Leq : 34.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.58	2.58

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.26	0.00	-14.06	-0.18	0.00	0.00	-16.11	47.91

Segment Leq : 47.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	2.41 !	2.41

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.28	0.00	-14.38	-0.19	0.00	0.00	-16.25	44.45

Segment Leq : 44.45 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.23	0.00	-2.22	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Total Leq All Segments: 54.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.52
(NIGHT): 54.05

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod
Medium truck volume : 76/6 veh/TimePeriod
Heavy truck volume : 37/3 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```
-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
```

Data for Segment # 5: Todd Lane (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-22.01	-1.46	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-23.35	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.11	0.00	-15.68	-0.42	0.00	0.00	-16.18	49.83

Segment Leq : 49.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.35	2.35

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.25	0.00	-15.99	-0.43	0.00	0.00	-16.31	46.52

Segment Leq : 46.52 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.26	0.00	-6.70	-1.46	0.00	0.00	0.00	54.10

Segment Leq : 54.10 dBA

Total Leq All Segments: 56.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-21.16	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.88 + 0.00) = 33.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.64	0.00	-22.42	-1.34	0.00	0.00	0.00	33.88

Segment Leq : 33.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.26	0.00	-14.50	-0.18	0.00	0.00	-16.13	47.46

Segment Leq : 47.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.28	0.00	-14.78	-0.19	0.00	0.00	-16.26	44.04

Segment Leq : 44.04 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.23	0.00	-4.08	-1.35	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Total Leq All Segments: 52.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.19
(NIGHT): 52.07

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 41.14 + 0.00) = 41.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.19	-1.46	0.00	0.00	0.00	41.14

Segment Leq : 41.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-23.35	-1.46	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.45	2.45

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.11	0.00	-18.96	-0.97	0.00	0.00	-9.09	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.29	2.29

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	79.25	0.00	-19.35	-0.98	0.00	0.00	-9.58	49.35

Segment Leq : 49.35 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.50 m

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-14.87	-1.46	0.00	0.00	0.00	48.16

Segment Leq : 48.16 dBA

Total Leq All Segments: 55.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 34.03 + 0.00) = 34.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-21.39	-1.35	0.00	0.00	0.00	34.03

Segment Leq : 34.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.79 + 0.00) = 27.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-22.56	-1.35	0.00	0.00	0.00	27.79

Segment Leq : 27.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.50	2.50

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.26	0.00	-17.78	-0.78	0.00	0.00	-8.93	50.77

Segment Leq : 50.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.24	!	4.50	!	2.33	!	2.33

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	75.28	0.00	-18.15	-0.79	0.00	0.00	-9.44	46.90

Segment Leq : 46.90 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.50 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.46	0.00	-14.56	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Total Leq All Segments: 52.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.71
(NIGHT): 52.62

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3881/554 veh/TimePeriod *
Medium truck volume : 13/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 87.50

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7150/1413 veh/TimePeriod *
Medium truck volume : 52/10 veh/TimePeriod *
Heavy truck volume : 122/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8772
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.67
Day (16 hrs) % of Total Volume : 83.50
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-16.28	-1.46	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-19.54	-1.46	0.00	0.00	0.00	39.57

Segment Leq : 39.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.40 + 0.00) = 62.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.25	0.00	-17.44	-1.41	0.00	0.00	0.00	62.40

Segment Leq : 62.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.60	0.00	-18.20	-1.42	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.67	0.00	-18.92	-1.46	0.00	0.00	0.00	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.14 m

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.69	0.00	-17.15	-1.46	0.00	0.00	0.00	45.09

Segment Leq : 45.09 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-15.80	-1.35	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.42 + 0.00) = 31.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-18.92	-1.35	0.00	0.00	0.00	31.42

Segment Leq : 31.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.22	0.00	-16.60	-1.25	0.00	0.00	0.00	59.37

Segment Leq : 59.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

ROAD (0.00 + 56.35 + 0.00) = 56.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.90	0.00	-17.30	-1.26	0.00	0.00	0.00	56.35

Segment Leq : 56.35 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-18.28	-1.35	0.00	0.00	0.00	33.66

Segment Leq : 33.66 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.13 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.65	0.00	-16.46	-1.32	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Total Leq All Segments: 61.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 61.22

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3881/554 veh/TimePeriod *
Medium truck volume : 13/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 87.50

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7150/1413 veh/TimePeriod *
Medium truck volume : 52/10 veh/TimePeriod *
Heavy truck volume : 122/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8772
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.67
Day (16 hrs) % of Total Volume : 83.50

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-16.38	-1.46	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-18.83	-1.46	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.56 + 0.00) = 62.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.25	0.00	-17.28	-1.41	0.00	0.00	0.00	62.56

Segment Leq : 62.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.60	0.00	-18.01	-1.42	0.00	0.00	0.00	59.17

Segment Leq : 59.17 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.66 + 0.00) = 38.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.67	0.00	-18.56	-1.46	0.00	0.00	0.00	38.66

Segment Leq : 38.66 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.14 m

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.69	0.00	-17.28	-1.46	0.00	0.00	0.00	44.96

Segment Leq : 44.96 dBA

Total Leq All Segments: 64.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 39.53 + 0.00) = 39.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-15.89	-1.35	0.00	0.00	0.00	39.53

Segment Leq : 39.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-18.25	-1.35	0.00	0.00	0.00	32.09

Segment Leq : 32.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.52 + 0.00) = 59.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.22	0.00	-16.44	-1.25	0.00	0.00	0.00	59.52

Segment Leq : 59.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.90	0.00	-17.13	-1.26	0.00	0.00	0.00	56.52

Segment Leq : 56.52 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-17.94	-1.35	0.00	0.00	0.00	34.00

Segment Leq : 34.00 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.13 m

ROAD (0.00 + 41.75 + 0.00) = 41.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.65	0.00	-16.58	-1.32	0.00	0.00	0.00	41.75

Segment Leq : 41.75 dBA

Total Leq All Segments: 61.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.36
(NIGHT): 61.37

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```
-----
Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10
```

Data for Segment # 7: Cousineau Dr (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-18.87	-1.46	0.00	0.00	0.00	44.01

Segment Leq : 44.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-21.39	-1.46	0.00	0.00	0.00	41.17

Segment Leq : 41.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-14.57	-0.57	0.00	0.00	-15.22	50.89

Segment Leq : 50.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 47.69 + 0.00) = 47.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-15.00	-0.57	0.00	0.00	-15.33	47.69

Segment Leq : 47.69 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.14	0.00	-21.20	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.12	0.00	-19.12	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.72 m

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-5.68	-1.46	0.00	0.00	0.00	56.03

Segment Leq : 56.03 dBA

Total Leq All Segments: 58.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 36.77 + 0.00) = 36.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-17.82	-1.32	0.00	0.00	0.00	36.77

Segment Leq : 36.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 35.90 + 0.00) = 35.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-20.43	-1.35	0.00	0.00	0.00	35.90

Segment Leq : 35.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.39 + 0.00) = 48.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.39

Segment Leq : 48.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.52	2.52

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-13.80	-0.35	0.00	0.00	-15.21	45.55

Segment Leq : 45.55 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.75	0.00	-20.31	-1.35	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

ROAD (0.00 + 36.23 + 0.00) = 36.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.89	0.00	-18.31	-1.35	0.00	0.00	0.00	36.23

Segment Leq : 36.23 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.70 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.84	0.00	-2.33	-1.34	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 54.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.02
(NIGHT): 54.00

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-17.27	-1.46	0.00	0.00	0.00	45.61

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-20.15	-1.46	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-13.53	-0.57	0.00	0.00	-15.18	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.48	2.48

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-14.02	-0.57	0.00	0.00	-15.30	48.71

Segment Leq : 48.71 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.14	0.00	-19.95	-1.46	0.00	0.00	0.00	38.73

Segment Leq : 38.73 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.12	0.00	-17.58	-1.46	0.00	0.00	0.00	40.09

Segment Leq : 40.09 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.72 m

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-5.68	-1.46	0.00	0.00	0.00	56.03

Segment Leq : 56.03 dBA

Total Leq All Segments: 58.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-16.29	-1.32	0.00	0.00	0.00	38.30

Segment Leq : 38.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-19.19	-1.35	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-12.40	-0.34	0.00	0.00	-15.01	49.47

Segment Leq : 49.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.57	2.57

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-12.86	-0.35	0.00	0.00	-15.15	46.54

Segment Leq : 46.54 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.34 + 0.00) = 35.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.75	0.00	-19.05	-1.35	0.00	0.00	0.00	35.34

Segment Leq : 35.34 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.89	0.00	-16.68	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.70 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.84	0.00	-2.33	-1.34	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 54.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.48
(NIGHT): 54.56

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 56.96 + 0.00) = 56.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-6.27	0.00	0.00	0.00	0.00	56.96

Segment Leq : 56.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-9.65	0.00	0.00	0.00	0.00	53.28

Segment Leq : 53.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.25	0.00	-7.71	0.00	0.00	0.00	-14.93	58.61

Segment Leq : 58.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.64	2.64

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-8.51	0.00	0.00	0.00	-15.11	54.97

Segment Leq : 54.97 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.17	0.00	-4.37	0.00	0.00	0.00	0.00	58.81

Segment Leq : 58.81 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.60 + 0.00) = 36.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-8.90	0.00	0.00	0.00	-14.64	36.60

Segment Leq : 36.60 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.70	0.70

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-7.15	0.00	0.00	0.00	-13.94	38.03

Segment Leq : 38.03 dBA

Total Leq All Segments: 64.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-6.47	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-9.75	0.00	0.00	0.00	0.00	44.66

Segment Leq : 44.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 54.78 + 0.00) = 54.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-7.85	0.00	0.00	0.00	-14.58	54.78

Segment Leq : 54.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.79	2.79

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.90	0.00	-8.63	0.00	0.00	0.00	-14.83	51.44

Segment Leq : 51.44 dBA

Results segment # 5: Cousineau (night)

Source height = 0.70 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.84	0.00	-3.68	0.00	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.26 + 0.00) = 32.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-9.01	0.00	0.00	0.00	-14.48	32.26

Segment Leq : 32.26 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.55 ! 4.50 ! 0.71 ! 0.71

ROAD (0.00 + 34.77 + 0.00) = 34.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-7.31	0.00	0.00	0.00	-13.81	34.77

Segment Leq : 34.77 dBA

Total Leq All Segments: 58.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.02
(NIGHT): 58.39

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4359/1056 veh/TimePeriod *
Medium truck volume : 21/5 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 61.67 + 0.00) = 61.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-1.56	0.00	0.00	0.00	0.00	61.67

Segment Leq : 61.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-7.30	0.00	0.00	0.00	0.00	55.64

Segment Leq : 55.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.09 + 0.00) = 62.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.25	0.00	-4.72	0.00	0.00	0.00	-14.44	62.09

Segment Leq : 62.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.87	2.87

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-6.20	0.00	0.00	0.00	-14.83	57.57

Segment Leq : 57.57 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.17	0.00	-4.37	0.00	0.00	0.00	0.00	58.81

Segment Leq : 58.81 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-6.61	0.00	0.00	0.00	-14.15	39.37

Segment Leq : 39.37 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	1.06	1.06

ROAD (0.00 + 44.17 + 0.00) = 44.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.22	0.00	-4.09	0.00	0.00	0.00	-10.96	44.17

Segment Leq : 44.17 dBA

Total Leq All Segments: 66.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-2.13	0.00	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-7.46	0.00	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-5.01	0.00	0.00	0.00	-13.74	58.47

Segment Leq : 58.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.10	3.10

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.90	0.00	-6.40	0.00	0.00	0.00	-14.34	54.16

Segment Leq : 54.16 dBA

Results segment # 5: Cousineau (night)

Source height = 0.70 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.84	0.00	-3.68	0.00	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.68	0.68

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-6.80	0.00	0.00	0.00	-13.86	35.09

Segment Leq : 35.09 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.55 ! 4.50 ! 1.36 ! 1.36

ROAD (0.00 + 41.95 + 0.00) = 41.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-4.13	0.00	0.00	0.00	-9.91	41.95

Segment Leq : 41.95 dBA

Total Leq All Segments: 61.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.83
(NIGHT): 61.44

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-11.26	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-15.54	-1.46	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.55 + 0.00) = 67.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-12.82	-1.41	0.00	0.00	0.00	67.55

Segment Leq : 67.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-14.13	-1.42	0.00	0.00	0.00	64.55

Segment Leq : 64.55 dBA

Total Leq All Segments: 69.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-10.99	-1.32	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 38.06 + 0.00) = 38.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-15.01	-1.33	0.00	0.00	0.00	38.06

Segment Leq : 38.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-12.33	-1.25	0.00	0.00	0.00	64.47

Segment Leq : 64.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-13.53	-1.26	0.00	0.00	0.00	61.95

Segment Leq : 61.95 dBA

Total Leq All Segments: 66.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.39
(NIGHT): 66.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 57.67 + 0.00) = 57.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-4.10	-1.46	0.00	0.00	0.00	57.67

Segment Leq : 57.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-12.38	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 72.20 + 0.00) = 72.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-8.17	-1.41	0.00	0.00	0.00	72.20

Segment Leq : 72.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 68.20 + 0.00) = 68.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-10.48	-1.42	0.00	0.00	0.00	68.20

Segment Leq : 68.20 dBA

Total Leq All Segments: 73.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-4.64	-1.32	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 41.00 + 0.00) = 41.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-12.07	-1.33	0.00	0.00	0.00	41.00

Segment Leq : 41.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-8.13	-1.25	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-10.20	-1.26	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 70.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.78
(NIGHT): 70.35

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 51.96 + 0.00) = 51.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-9.81	-1.46	0.00	0.00	0.00	51.96

Segment Leq : 51.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-19.60	-1.46	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-11.19	-0.57	0.00	0.00	-15.07	54.96

Segment Leq : 54.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.09	0.00	-11.93	-0.58	0.00	0.00	-15.26	52.32

Segment Leq : 52.32 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.18	0.00	-9.23	-1.46	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 60.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 44.14 + 0.00) = 44.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.77	0.00	-10.17	-1.46	0.00	0.00	0.00	44.14

Segment Leq : 44.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.25 + 0.00) = 33.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.40	0.00	-19.70	-1.46	0.00	0.00	0.00	33.25

Segment Leq : 33.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.06	0.00	-11.32	-0.57	0.00	0.00	-15.07	51.11

Segment Leq : 51.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.75	0.00	-12.04	-0.58	0.00	0.00	-15.27	48.86

Segment Leq : 48.86 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.15	0.00	-9.62	-1.46	0.00	0.00	0.00	49.07

Segment Leq : 49.07 dBA

Total Leq All Segments: 54.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.85
(NIGHT): 54.98

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 52.34 + 0.00) = 52.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-9.43	-1.46	0.00	0.00	0.00	52.34

Segment Leq : 52.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 42.10 + 0.00) = 42.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-19.38	-1.46	0.00	0.00	0.00	42.10

Segment Leq : 42.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-11.02	-0.57	0.00	0.00	-15.05	55.14

Segment Leq : 55.14 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.09	0.00	-11.78	-0.58	0.00	0.00	-15.25	52.48

Segment Leq : 52.48 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.18	0.00	-9.23	-1.46	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 60.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.77	0.00	-9.81	-1.46	0.00	0.00	0.00	44.50

Segment Leq : 44.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.40	0.00	-19.47	-1.46	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.06	0.00	-11.15	-0.57	0.00	0.00	-15.06	51.28

Segment Leq : 51.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.75	0.00	-11.89	-0.58	0.00	0.00	-15.26	49.02

Segment Leq : 49.02 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.15	0.00	-9.62	-1.46	0.00	0.00	0.00	49.07

Segment Leq : 49.07 dBA

Total Leq All Segments: 55.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.98
(NIGHT): 55.12

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-6.60	0.00	0.00	0.00	0.00	58.13

Segment Leq : 58.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-12.45	0.00	0.00	0.00	0.00	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.74 + 0.00) = 64.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.26	0.00	0.00	0.00	-8.79	64.74

Segment Leq : 64.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.98	0.00	0.00	0.00	-8.85	61.35

Segment Leq : 61.35 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-9.63	0.00	0.00	0.00	-15.39	38.03

Segment Leq : 38.03 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 59.11 + 0.00) = 59.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.18	0.00	-9.07	0.00	0.00	0.00	0.00	59.11

Segment Leq : 59.11 dBA

Total Leq All Segments: 67.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.32	0.00	-5.27	0.00	0.00	0.00	0.00	52.05

Segment Leq : 52.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-12.16	0.00	0.00	0.00	0.00	44.49

Segment Leq : 44.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.67 + 0.00) = 62.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-7.40	0.00	0.00	0.00	-7.99	62.67

Segment Leq : 62.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 60.44 + 0.00) = 60.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-8.26	0.00	0.00	0.00	-8.22	60.44

Segment Leq : 60.44 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.00	!	1.00

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-9.02	0.00	0.00	0.00	-15.31	33.11

Segment Leq : 33.11 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.91 m

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.15	0.00	-8.99	0.00	0.00	0.00	0.00	51.15

Segment Leq : 51.15 dBA

Total Leq All Segments: 65.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.79
(NIGHT): 65.15

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 14633/3040 veh/TimePeriod *
Medium truck volume : 726/151 veh/TimePeriod *
Heavy truck volume : 5095/1058 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.55
Heavy Truck % of Total Volume : 24.91
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

```

-----
Car traffic volume : 13617/2929 veh/TimePeriod *
Medium truck volume : 921/198 veh/TimePeriod *
Heavy truck volume : 7654/1646 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 34.49
Day (16 hrs) % of Total Volume : 82.30

```

Data for Segment # 2: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: 401NB off rp (day)

Source height = 2.23 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.21	0.00	-14.91	-1.42	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.40 m

ROAD (0.00 + 66.43 + 0.00) = 66.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.77	0.00	-13.93	-1.41	0.00	0.00	0.00	66.43

Segment Leq : 66.43 dBA

Total Leq All Segments: 68.35 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.23 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.40	0.00	-14.25	-1.26	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.40 m

ROAD (0.00 + 63.51 + 0.00) = 63.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.11	0.00	-13.35	-1.25	0.00	0.00	0.00	63.51

Segment Leq : 63.51 dBA

Total Leq All Segments: 65.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.35
(NIGHT): 65.40

**APPENDIX B.2.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
  
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.63	0.00	-7.67	-1.24	0.00	0.00	-13.91	46.82

Segment Leq : 46.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-9.05	0.00	0.00	0.00	-16.72	57.18

Segment Leq : 57.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.26	0.00	0.00	0.00	-16.68	54.48

Segment Leq : 54.48 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.85	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 46.03 + 0.00) = 46.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-11.16	0.00	0.00	0.00	-13.51	46.03

Segment Leq : 46.03 dBA

Total Leq All Segments: 59.51 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	2.42	4.42

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.44	0.00	-6.81	-1.07	0.00	0.00	-5.00	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-8.79	0.00	0.00	0.00	-16.56	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.04	0.00	0.00	0.00	-16.48	53.59

Segment Leq : 53.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.85 ! 4.50 ! 2.54 ! 4.54

ROAD (0.00 + 54.59 + 0.00) = 54.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-11.00	0.00	0.00	0.00	99.00	153.59
-90	90	0.00	65.59	0.00	-11.00	0.00	0.00	0.00	0.00	54.59

* Bright Zone !

Segment Leq : 54.59 dBA

Total Leq All Segments: 59.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.51
(NIGHT): 59.57

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
  
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.63	0.00	-7.67	-1.24	0.00	0.00	-13.91	46.82

Segment Leq : 46.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-9.05	0.00	0.00	0.00	-16.72	57.18

Segment Leq : 57.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.26	0.00	0.00	0.00	-16.68	54.48

Segment Leq : 54.48 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.85	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 46.64 + 0.00) = 46.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-10.54	0.00	0.00	0.00	-13.51	46.64

Segment Leq : 46.64 dBA

Total Leq All Segments: 59.54 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	2.42	4.42

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.44	0.00	-6.81	-1.07	0.00	0.00	-5.00	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-8.79	0.00	0.00	0.00	-16.56	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.04	0.00	0.00	0.00	-16.48	53.59

Segment Leq : 53.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.85 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-10.41	0.00	0.00	0.00	99.00	154.18
-90	90	0.00	65.59	0.00	-10.41	0.00	0.00	0.00	0.00	55.18

* Bright Zone !

Segment Leq : 55.18 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.54
(NIGHT): 59.77

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 26791/2489 veh/TimePeriod *
Medium truck volume : 250/23 veh/TimePeriod *
Heavy truck volume : 125/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 10128/1026 veh/TimePeriod *
Medium truck volume : 207/21 veh/TimePeriod *
Heavy truck volume : 103/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.98
Heavy Truck % of Total Volume : 0.99
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -9.26 0.00 0.00 0.00 -13.04 42.51
-----
  
```

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.89	0.00	-0.64	-1.24	0.00	0.00	-14.58	51.44

Segment Leq : 51.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 59.16 + 0.00) = 59.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-7.19	0.00	0.00	0.00	-16.60	59.16

Segment Leq : 59.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 56.87 + 0.00) = 56.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-6.06	0.00	0.00	0.00	-16.49	56.87

Segment Leq : 56.87 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	1.30	!	1.30

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-2.98	0.00	0.00	0.00	-15.45	46.41

Segment Leq : 46.41 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.85 !	1.50 !	1.93 !	1.93

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-8.23	0.00	0.00	0.00	-14.55	47.91

Segment Leq : 47.91 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-11.66	0.00	0.00	0.00	-12.97	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 61.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	2.27	!	4.27

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-9.36	0.00	0.00	0.00	-5.06	42.65

Segment Leq : 42.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	0.99	!	2.99

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.60	0.00	-1.65	-1.07	0.00	0.00	-8.98	48.90

Segment Leq : 48.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 56.28 + 0.00) = 56.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.35	0.00	0.00	0.00	-16.39	56.28

Segment Leq : 56.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-6.27	0.00	0.00	0.00	-16.21	55.63

Segment Leq : 55.63 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.85	0.00	-3.40	0.00	0.00	0.00	-15.01	39.44

Segment Leq : 39.44 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.85	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-8.36	0.00	0.00	0.00	-14.36	42.87

Segment Leq : 42.87 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-11.72	0.00	0.00	0.00	-5.01	32.65

Segment Leq : 32.65 dBA

Total Leq All Segments: 59.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.97
(NIGHT): 59.62

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 26791/2489 veh/TimePeriod *
Medium truck volume : 250/23 veh/TimePeriod *
Heavy truck volume : 125/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 10128/1026 veh/TimePeriod *
Medium truck volume : 207/21 veh/TimePeriod *
Heavy truck volume : 103/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.98
Heavy Truck % of Total Volume : 0.99
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -9.26 0.00 0.00 0.00 -13.04 42.51
-----
  
```

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-0.68	1.32

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.89	0.00	-1.40	-1.24	0.00	0.00	-14.37	50.88

Segment Leq : 50.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.02	3.02

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-6.78	0.00	0.00	0.00	-16.57	59.60

Segment Leq : 59.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.23 !	3.23

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-5.52	0.00	0.00	0.00	-16.43	57.47

Segment Leq : 57.47 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.00 !	1.50 !	1.30 !	1.30

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-2.98	0.00	0.00	0.00	-15.45	46.41

Segment Leq : 46.41 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.85 !	1.50 !	1.93 !	1.93

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-8.23	0.00	0.00	0.00	-14.55	47.91

Segment Leq : 47.91 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-11.66	0.00	0.00	0.00	-12.97	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 62.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	2.27	!	4.27

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-9.36	0.00	0.00	0.00	-5.06	42.65

Segment Leq : 42.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.13	!	3.13

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.60	0.00	-2.26	-1.07	0.00	0.00	-8.38	48.89

Segment Leq : 48.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-6.96	0.00	0.00	0.00	-16.33	56.73

Segment Leq : 56.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-5.76	0.00	0.00	0.00	-16.10	56.25

Segment Leq : 56.25 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.85	0.00	-3.40	0.00	0.00	0.00	-15.01	39.44

Segment Leq : 39.44 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.85	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-8.36	0.00	0.00	0.00	-14.36	42.87

Segment Leq : 42.87 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-11.72	0.00	0.00	0.00	-5.01	32.65

Segment Leq : 32.65 dBA

Total Leq All Segments: 60.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.35
(NIGHT): 60.08

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12104/1024 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 121/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.98
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2831/2610 veh/TimePeriod
Medium truck volume : 715/145 veh/TimePeriod
Heavy truck volume : 5071/1031 veh/TimePeriod
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.00 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 65.14 0.00 -7.90 0.00 0.00 0.00 -5.01 52.23
-----
  
```

Segment Leq : 52.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 55.92 + 0.00) = 55.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.74	0.00	-3.74	0.00	0.00	0.00	-5.08	55.92

Segment Leq : 55.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.60 !	1.60

ROAD (0.00 + 76.10 + 0.00) = 76.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.94	0.00	-6.84	0.00	0.00	0.00	-4.98	71.12*
-90	90	0.00	82.94	0.00	-6.84	0.00	0.00	0.00	0.00	76.10

* Bright Zone !

Segment Leq : 76.10 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.63	1.63

ROAD (0.00 + 74.22 + 0.00) = 74.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.83	0.00	-5.60	0.00	0.00	0.00	-4.97	69.26*
-90	90	0.00	79.83	0.00	-5.60	0.00	0.00	0.00	0.00	74.22

* Bright Zone !

Segment Leq : 74.22 dBA

Total Leq All Segments: 78.31 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.99	4.50	4.10	4.10

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.40	0.00	-8.04	0.00	0.00	0.00	-0.25	49.11*
-90	90	0.00	57.40	0.00	-8.04	0.00	0.00	0.00	0.00	49.36

* Bright Zone !

Segment Leq : 49.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	3.25	3.25

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.97	0.00	-4.09	0.00	0.00	0.00	-0.51	53.36*
-90	90	0.00	57.97	0.00	-4.09	0.00	0.00	0.00	0.00	53.87

* Bright Zone !

Segment Leq : 53.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.14	4.14

ROAD (0.00 + 72.23 + 0.00) = 72.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.02	0.00	0.00	0.00	-0.27	71.96*
-90	90	0.00	79.25	0.00	-7.02	0.00	0.00	0.00	0.00	72.23

* Bright Zone !

Segment Leq : 72.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 4.00 ! 4.00

ROAD (0.00 + 70.39 + 0.00) = 70.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.23	0.00	-5.84	0.00	0.00	0.00	-0.28	70.11*
-90	90	0.00	76.23	0.00	-5.84	0.00	0.00	0.00	0.00	70.39

* Bright Zone !

Segment Leq : 70.39 dBA

Total Leq All Segments: 74.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.31
(NIGHT): 74.47

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-18.36	-1.46	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-14.59	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-12.65	-0.57	0.00	0.00	-15.14	53.84

Segment Leq : 53.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.59	!	2.59

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-12.05	-0.57	0.00	0.00	-15.16	51.72

Segment Leq : 51.72 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.64 + 0.00) = 30.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.64

Segment Leq : 30.64 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.66	0.66

ROAD (0.00 + 28.16 + 0.00) = 28.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-16.06	-1.19	0.00	0.00	-14.05	28.16

Segment Leq : 28.16 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 57.01 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-17.60	-1.32	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-14.26	-1.35	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-11.80	-0.34	0.00	0.00	-14.96	51.22

Segment Leq : 51.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.70 !	2.70

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-11.26	-0.35	0.00	0.00	-14.96	49.37

Segment Leq : 49.37 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.59 !	0.59

ROAD (0.00 + 27.03 + 0.00) = 27.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-13.72	-1.02	0.00	0.00	-14.15	27.03

Segment Leq : 27.03 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.72 !	0.72

ROAD (0.00 + 26.16 + 0.00) = 26.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-15.23	-1.01	0.00	0.00	-13.87	26.16

Segment Leq : 26.16 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.27	0.00	-16.53	-1.35	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Total Leq All Segments: 53.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.01
(NIGHT): 53.89

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-19.79	-1.46	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-17.31	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-13.86	-0.57	0.00	0.00	-15.19	52.57

Segment Leq : 52.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-13.43	-0.57	0.00	0.00	-15.22	50.28

Segment Leq : 50.28 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.56 + 0.00) = 28.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.56

Segment Leq : 28.56 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 26.76 + 0.00) = 26.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-17.44	-1.19	0.00	0.00	-14.07	26.76

Segment Leq : 26.76 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 55.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-18.97	-1.32	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-16.84	-1.35	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-12.93	-0.34	0.00	0.00	-15.05	50.00

Segment Leq : 50.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 47.98 + 0.00) = 47.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-12.53	-0.35	0.00	0.00	-15.07	47.98

Segment Leq : 47.98 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.57 !	0.57

ROAD (0.00 + 25.13 + 0.00) = 25.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-15.55	-1.02	0.00	0.00	-14.22	25.13

Segment Leq : 25.13 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 24.85 + 0.00) = 24.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-16.50	-1.01	0.00	0.00	-13.91	24.85

Segment Leq : 24.85 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.27	0.00	-16.53	-1.35	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Total Leq All Segments: 52.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.55
(NIGHT): 52.54

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-9.46	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 56.48 + 0.00) = 56.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.96	0.00	0.00	0.00	0.00	56.48

Segment Leq : 56.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 58.92 + 0.00) = 58.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.75	0.00	0.00	0.00	-15.03	58.92

Segment Leq : 58.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.69 !	2.69

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.99	0.00	0.00	0.00	-15.06	57.84

Segment Leq : 57.84 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-7.62	0.00	0.00	0.00	-17.72	35.13

Segment Leq : 35.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.74	0.74

ROAD (0.00 + 32.72 + 0.00) = 32.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-9.02	0.00	0.00	0.00	-17.72	32.72

Segment Leq : 32.72 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 64.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.05	0.00	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 48.97 + 0.00) = 48.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.20	0.00	0.00	0.00	0.00	48.97

Segment Leq : 48.97 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.26	0.00	0.00	0.00	-14.66	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.94 !	2.94

ROAD (0.00 + 55.58 + 0.00) = 55.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.40	0.00	0.00	0.00	-14.59	55.58

Segment Leq : 55.58 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.76 !	0.76

ROAD (0.00 + 31.35 + 0.00) = 31.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-6.98	0.00	0.00	0.00	-17.59	31.35

Segment Leq : 31.35 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.83	!	0.83

ROAD (0.00 + 30.12 + 0.00) = 30.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-8.52	0.00	0.00	0.00	-17.62	30.12

Segment Leq : 30.12 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.27	0.00	-0.79	0.00	0.00	0.00	0.00	51.48

Segment Leq : 51.48 dBA

Total Leq All Segments: 60.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.79
(NIGHT): 60.19

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-10.73	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-8.86	0.00	0.00	0.00	0.00	54.57

Segment Leq : 54.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.61 !	2.61

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-10.18	0.00	0.00	0.00	-15.13	57.39

Segment Leq : 57.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.57 !	2.57

ROAD (0.00 + 56.04 + 0.00) = 56.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-9.65	0.00	0.00	0.00	-15.20	56.04

Segment Leq : 56.04 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	0.61	!	0.61

ROAD (0.00 + 33.34 + 0.00) = 33.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-9.37	0.00	0.00	0.00	-17.77	33.34

Segment Leq : 33.34 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.62	!	1.50	!	0.71	!	0.71

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-10.38	0.00	0.00	0.00	-17.74	31.34

Segment Leq : 31.34 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 63.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-10.43	0.00	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-8.39	0.00	0.00	0.00	0.00	46.78

Segment Leq : 46.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.75	2.75

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-9.82	0.00	0.00	0.00	-14.89	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 53.44 + 0.00) = 53.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-9.23	0.00	0.00	0.00	-14.91	53.44

Segment Leq : 53.44 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.67	!	0.67

ROAD (0.00 + 29.28 + 0.00) = 29.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-8.95	0.00	0.00	0.00	-17.69	29.28

Segment Leq : 29.28 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.78	!	0.78

ROAD (0.00 + 28.54 + 0.00) = 28.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-10.05	0.00	0.00	0.00	-17.68	28.54

Segment Leq : 28.54 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.27	0.00	-0.79	0.00	0.00	0.00	0.00	51.48

Segment Leq : 51.48 dBA

Total Leq All Segments: 58.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.71
(NIGHT): 58.57

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 39.16 + 0.00) = 39.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-22.92	-1.46	0.00	0.00	0.00	39.16

Segment Leq : 39.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 40.30 + 0.00) = 40.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-21.68	-1.46	0.00	0.00	0.00	40.30

Segment Leq : 40.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-22.16	-1.41	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 57.66 + 0.00) = 57.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-21.81	-1.42	0.00	0.00	0.00	57.66

Segment Leq : 57.66 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-21.46	-1.32	0.00	0.00	0.00	33.22

Segment Leq : 33.22 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-20.27	-1.33	0.00	0.00	0.00	33.57

Segment Leq : 33.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.23 + 0.00) = 57.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-20.58	-1.25	0.00	0.00	0.00	57.23

Segment Leq : 57.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 56.09 + 0.00) = 56.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-20.23	-1.26	0.00	0.00	0.00	56.09

Segment Leq : 56.09 dBA

Total Leq All Segments: 59.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 59.73

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10
    
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-23.72	-1.46	0.00	0.00	0.00	38.36

Segment Leq : 38.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 39.49 + 0.00) = 39.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-22.49	-1.46	0.00	0.00	0.00	39.49

Segment Leq : 39.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-22.93	-1.41	0.00	0.00	0.00	58.36

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 56.84 + 0.00) = 56.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-22.64	-1.42	0.00	0.00	0.00	56.84

Segment Leq : 56.84 dBA

Total Leq All Segments: 60.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 32.45 + 0.00) = 32.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-22.24	-1.32	0.00	0.00	0.00	32.45

Segment Leq : 32.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 32.73 + 0.00) = 32.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-21.11	-1.33	0.00	0.00	0.00	32.73

Segment Leq : 32.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-21.36	-1.25	0.00	0.00	0.00	56.45

Segment Leq : 56.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-21.05	-1.26	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.73
(NIGHT): 58.93

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.40 0.00 0.00 0.00 -9.99 44.15
-----
  
```

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	-1.19	!	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 68.35 + 0.00) = 68.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.63	0.00	0.00	0.00	-5.72	68.35

Segment Leq : 68.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 67.18 + 0.00) = 67.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.85	0.00	0.00	0.00	-5.86	67.18

Segment Leq : 67.18 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 70.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.22 !	4.50 !	1.34 !	3.84

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.49	0.00	0.00	0.00	-5.84	40.67

Segment Leq : 40.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.02 !	4.50 !	0.57 !	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.65	!	2.65

ROAD (0.00 + 64.94 + 0.00) = 64.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.75	0.00	0.00	0.00	-5.38	64.94

Segment Leq : 64.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.63	!	2.63

ROAD (0.00 + 64.16 + 0.00) = 64.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.99	0.00	0.00	0.00	-5.42	64.16

Segment Leq : 64.16 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 67.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.85
(NIGHT): 67.61

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```
-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
```

Data for Segment # 5: Howard Ave (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
```

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.65 0.00 0.00 0.00 -9.95 43.93
-----
```

Segment Leq : 43.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	-1.19	!	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 67.95 + 0.00) = 67.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-9.01	0.00	0.00	0.00	-5.74	67.95

Segment Leq : 67.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.44	!	2.44

ROAD (0.00 + 66.70 + 0.00) = 66.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-8.30	0.00	0.00	0.00	-5.89	66.70

Segment Leq : 66.70 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 70.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.22 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.48 + 0.00) = 40.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.75	0.00	0.00	0.00	-5.78	40.48

Segment Leq : 40.48 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.02 !	4.50 !	0.57 !	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.40 ! 4.50 ! 2.63 ! 2.63

ROAD (0.00 + 64.53 + 0.00) = 64.53 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.00 79.07 0.00 -9.12 0.00 0.00 0.00 -5.42 64.53
-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 64.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
 2.33 ! 4.50 ! 2.60 ! 2.60

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.00 77.57 0.00 -8.43 0.00 0.00 0.00 -5.49 63.66
-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 63.66 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 67.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.42
(NIGHT): 67.16

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6469/1867 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5334/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```

-----
Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
  
```

Data for Segment # 6: 401 on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 65.11 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.86
-----
  
```

Segment Leq : 38.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.77	0.00	-7.75	-1.16	0.00	0.00	-8.23	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.13 + 0.00) = 63.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-10.61	0.00	0.00	0.00	-8.97	63.13

Segment Leq : 63.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.16	0.00	0.00	0.00	-8.94	61.02

Segment Leq : 61.02 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-9.41	0.00	0.00	0.00	-7.61	49.48

Segment Leq : 49.48 dBA

Results segment # 6: 401 on rp (day)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-9.99	0.00	0.00	0.00	-15.39	37.87

 Segment Leq : 37.87 dBA

Total Leq All Segments: 65.44 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.28	4.28

ROAD (0.00 + 37.50 + 0.00) = 37.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.67	0.00	-16.67	-0.99	0.00	0.00	-2.35	37.67*
-90	90	0.59	57.67	0.00	-18.84	-1.33	0.00	0.00	0.00	37.50

 * Bright Zone !

Segment Leq : 37.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.61	3.61

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.02	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.97*
-90	90	0.59	57.02	0.00	-8.64	-1.33	0.00	0.00	0.00	47.05

* Bright Zone !

Segment Leq : 47.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 59.70 + 0.00) = 59.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-10.71	0.00	0.00	0.00	-8.66	59.70

Segment Leq : 59.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-10.24	0.00	0.00	0.00	-8.60	58.90

Segment Leq : 58.90 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-9.51	0.00	0.00	0.00	-2.75	45.88*
-90	90	0.00	58.14	0.00	-9.51	0.00	0.00	0.00	0.00	48.63

* Bright Zone !

Segment Leq : 48.63 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.88	0.00	0.00	0.00	-15.38	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 62.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.44
(NIGHT): 62.65

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8656/1540 veh/TimePeriod *
Medium truck volume : 705/125 veh/TimePeriod *
Heavy truck volume : 6105/1086 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 39.47
Day (16 hrs) % of Total Volume : 84.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6470/1868 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5335/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9578/1294 veh/TimePeriod *
Medium truck volume : 185/25 veh/TimePeriod *
Heavy truck volume : 688/93 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11862
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 6.58
Day (16 hrs) % of Total Volume : 88.10

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8879/2002 veh/TimePeriod *
Medium truck volume : 169/38 veh/TimePeriod *
Heavy truck volume : 605/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11830
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.27
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 8224/1942 veh/TimePeriod *
Medium truck volume : 117/28 veh/TimePeriod *
Heavy truck volume : 59/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 80.90
    
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
    
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.11 0.00 -12.78 0.00 0.00 0.00 0.00 -8.08 44.25
-----
    
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.77	0.00	-5.95	-1.16	0.00	0.00	-8.97	49.70

Segment Leq : 49.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.73	0.00	-11.24	0.00	0.00	0.00	-7.95	61.54

Segment Leq : 61.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.80	0.00	0.00	0.00	-7.95	61.36

Segment Leq : 61.36 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-6.35	0.00	0.00	0.00	-8.52	48.38

Segment Leq : 48.38 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.89	0.00	-9.34	0.00	0.00	0.00	-8.10	51.45

Segment Leq : 51.45 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.39	0.00	-12.65	0.00	0.00	0.00	-8.03	47.72

Segment Leq : 47.72 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.47	1.47

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.32	0.00	-11.37	0.00	0.00	0.00	-8.12	43.83

Segment Leq : 43.83 dBA

Total Leq All Segments: 65.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.34	4.34

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-12.83	0.00	0.00	0.00	-1.75	43.10*
-90	90	0.00	57.67	0.00	-12.83	0.00	0.00	0.00	0.00	44.85

* Bright Zone !

Segment Leq : 44.85 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.35	3.35

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.02	0.00	-6.06	-0.99	0.00	0.00	-4.83	45.14*
-90	90	0.59	57.02	0.00	-6.85	-1.33	0.00	0.00	0.00	48.84

* Bright Zone !

Segment Leq : 48.84 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 64.93 + 0.00) = 64.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.24	0.00	-11.30	0.00	0.00	0.00	-1.55	63.38*
-90	90	0.00	76.24	0.00	-11.30	0.00	0.00	0.00	0.00	64.93

* Bright Zone !

Segment Leq : 64.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.85 + 0.00) = 66.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-10.88	0.00	0.00	0.00	-1.59	65.26*
-90	90	0.00	77.73	0.00	-10.88	0.00	0.00	0.00	0.00	66.85

* Bright Zone !

Segment Leq : 66.85 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-6.55	0.00	0.00	0.00	-13.38	37.65

Segment Leq : 37.65 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	4.50 !	1.64 !	1.64

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-9.44	0.00	0.00	0.00	-11.30	42.47

Segment Leq : 42.47 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-12.69	0.00	0.00	0.00	-1.39	50.84*
-90	90	0.00	64.92	0.00	-12.69	0.00	0.00	0.00	0.00	52.23

* Bright Zone !

Segment Leq : 52.23 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-11.44	0.00	0.00	0.00	-2.08	46.56*
-90	90	0.00	60.08	0.00	-11.44	0.00	0.00	0.00	0.00	48.64

* Bright Zone !

Segment Leq : 48.64 dBA

Total Leq All Segments: 69.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.06
(NIGHT): 69.20

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15855/3433 veh/TimePeriod *
Medium truck volume : 851/184 veh/TimePeriod *
Heavy truck volume : 6051/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 26.59
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 14898/3226 veh/TimePeriod *
Medium truck volume : 1117/242 veh/TimePeriod *
Heavy truck volume : 9438/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 30966
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.39
Heavy Truck % of Total Volume : 37.08
Day (16 hrs) % of Total Volume : 82.20
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
```

ROAD (0.00 + 62.52 + 0.00) = 62.52 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.92 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.52
-----
```

Segment Leq : 62.52 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.65	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 67.49 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	4.13	4.13

ROAD (0.00 + 64.86 + 0.00) = 64.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.28	0.00	-9.84	-0.91	0.00	0.00	-2.59	63.94*
-90	90	0.55	77.28	0.00	-11.16	-1.26	0.00	0.00	0.00	64.86

* Bright Zone !

Segment Leq : 64.86 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 68.15 + 0.00) = 68.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.02	0.00	-8.48	-0.90	0.00	0.00	-3.92	65.72*
-90	90	0.54	79.02	0.00	-9.62	-1.25	0.00	0.00	0.00	68.15

* Bright Zone !

Segment Leq : 68.15 dBA

Total Leq All Segments: 69.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.49
(NIGHT): 69.82

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1389/476 veh/TimePeriod *
Medium truck volume : 79/27 veh/TimePeriod *
Heavy truck volume : 788/270 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 74.50

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 13686/2843 veh/TimePeriod *
Medium truck volume : 266/55 veh/TimePeriod *
Heavy truck volume : 1071/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.13
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 20552/1289 veh/TimePeriod *
Medium truck volume : 341/21 veh/TimePeriod *
Heavy truck volume : 171/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22384
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.62
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 94.10
    
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.95 + 0.00) = 66.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.95	0.00	-15.29	-0.71	0.00	0.00	0.00	66.95

Segment Leq : 66.95 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.04 + 0.00) = 63.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.42	0.00	-15.67	-0.71	0.00	0.00	0.00	63.04

Segment Leq : 63.04 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	68.41	0.00	-20.10	-1.14	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 1.63 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.72	0.00	-16.84	-1.19	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.13 m

ROAD (0.00 + 40.96 + 0.00) = 40.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	62.30	0.00	-20.19	-1.16	0.00	0.00	0.00	40.96

Segment Leq : 40.96 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-23.28	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-23.63	-1.46	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 61.98 + 0.00) = 61.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.54	0.00	-5.56	0.00	0.00	0.00	0.00	61.98

Segment Leq : 61.98 dBA

Total Leq All Segments: 69.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.54	0.00	0.00	0.00	0.00	48.84

Segment Leq : 48.84 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.25 + 0.00) = 65.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	80.02	0.00	-14.28	-0.50	0.00	0.00	0.00	65.25

Segment Leq : 65.25 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.99 + 0.00) = 62.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.11	0.00	-14.63	-0.50	0.00	0.00	0.00	62.99

Segment Leq : 62.99 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.77	0.00	-18.93	-0.97	0.00	0.00	0.00	46.88

Segment Leq : 46.88 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 1.63 m

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.91	0.00	-15.92	-1.01	0.00	0.00	0.00	49.97

Segment Leq : 49.97 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.13 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	62.39	0.00	-19.02	-0.98	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.12	-1.31	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-22.48	-1.31	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.96 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.54	0.00	-5.80	0.00	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Total Leq All Segments: 67.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.70
(NIGHT): 67.67

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-25.26	-1.46	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.95	0.00	-17.95	-1.41	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.41 + 0.00) = 59.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.42	0.00	-18.60	-1.41	0.00	0.00	0.00	59.41

Segment Leq : 59.41 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-22.08	-1.46	0.00	0.00	0.00	53.43

Segment Leq : 53.43 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-22.50	-1.46	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-25.04	-1.44	0.00	0.00	0.00	44.21

Segment Leq : 44.21 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.67 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.14 + 0.00) = 36.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-24.12	-1.33	0.00	0.00	0.00	36.14

Segment Leq : 36.14 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.02	0.00	-16.48	-1.25	0.00	0.00	0.00	62.28

Segment Leq : 62.28 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.69 + 0.00) = 59.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.11	0.00	-17.17	-1.25	0.00	0.00	0.00	59.69

Segment Leq : 59.69 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 47.33 + 0.00) = 47.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-20.74	-1.31	0.00	0.00	0.00	47.33

Segment Leq : 47.33 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-21.19	-1.31	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-23.72	-1.28	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.67
(NIGHT): 64.43

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SBoff rmp (day/night)

Car traffic volume : 13686/2843 veh/TimePeriod *
Medium truck volume : 266/55 veh/TimePeriod *
Heavy truck volume : 1071/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.13
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 7: 401SBoff rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 9: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 41.74 + 0.00) = 41.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-25.24	-1.46	0.00	0.00	0.00	41.74

Segment Leq : 41.74 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 73.53 + 0.00) = 73.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.95	0.00	-8.71	-0.71	0.00	0.00	0.00	73.53

Segment Leq : 73.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 68.78 + 0.00) = 68.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.42	0.00	-9.94	-0.71	0.00	0.00	0.00	68.78

Segment Leq : 68.78 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.13 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.30	0.00	-14.44	-1.42	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-22.08	-1.46	0.00	0.00	0.00	53.43

Segment Leq : 53.43 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-22.50	-1.46	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 7: 401SBoff rmp (day)

Source height = 1.63 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.72	0.00	-25.20	-1.45	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-25.04	-1.44	0.00	0.00	0.00	44.21

Segment Leq : 44.21 dBA

Total Leq All Segments: 74.87 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-24.06	-1.33	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 72.36 + 0.00) = 72.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	80.02	0.00	-7.17	-0.50	0.00	0.00	0.00	72.36

Segment Leq : 72.36 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 68.98 + 0.00) = 68.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.11	0.00	-8.63	-0.50	0.00	0.00	0.00	68.98

Segment Leq : 68.98 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.13 m

ROAD (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.39	0.00	-13.03	-1.27	0.00	0.00	0.00	48.09

Segment Leq : 48.09 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 47.33 + 0.00) = 47.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-20.74	-1.31	0.00	0.00	0.00	47.33

Segment Leq : 47.33 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-21.19	-1.31	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 7: 401SBoff rmp (night)

Source height = 1.63 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.91	0.00	-23.79	-1.30	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-23.72	-1.28	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

Total Leq All Segments: 74.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.87
(NIGHT): 74.04

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27012/2803 veh/TimePeriod *
Medium truck volume : 369/38 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.43	0.00	-22.10	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.95	0.00	-11.81	-0.42	0.00	0.00	-16.08	54.64

Segment Leq : 54.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.62	!	2.62

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.42	0.00	-12.34	-0.42	0.00	0.00	-16.10	50.55

Segment Leq : 50.55 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-24.11	-1.46	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-24.44	-1.46	0.00	0.00	0.00	50.19

Segment Leq : 50.19 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-20.15	-1.44	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.25 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 39.04 + 0.00) = 39.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.58	0.00	-21.20	-1.33	0.00	0.00	0.00	39.04

Segment Leq : 39.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.02	0.00	-10.97	-0.18	0.00	0.00	-15.96	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.11	0.00	-11.46	-0.18	0.00	0.00	-15.99	50.48

Segment Leq : 50.48 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.90	-1.31	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 44.65 + 0.00) = 44.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-23.24	-1.31	0.00	0.00	0.00	44.65

Segment Leq : 44.65 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-18.88	-1.28	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Total Leq All Segments: 56.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.25
(NIGHT): 56.67

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10
  
```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-22.10	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 60.48 + 0.00) = 60.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.95	0.00	-6.37	-0.42	0.00	0.00	-15.68	60.48

Segment Leq : 60.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.42	0.00	-7.75	-0.42	0.00	0.00	-15.84	55.41

Segment Leq : 55.41 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-24.11	-1.46	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-24.44	-1.46	0.00	0.00	0.00	50.19

Segment Leq : 50.19 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-20.15	-1.44	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.13 m

ROAD (0.00 + 40.41 + 0.00) = 40.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.30	0.00	-20.46	-1.42	0.00	0.00	0.00	40.41

Segment Leq : 40.41 dBA

Total Leq All Segments: 62.82 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 39.06 + 0.00) = 39.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-21.20	-1.33	0.00	0.00	0.00	39.06

Segment Leq : 39.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.38 + 0.00) = 58.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.02	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.38

Segment Leq : 58.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 55.07 + 0.00) = 55.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.11	0.00	-7.34	-0.18	0.00	0.00	-15.52	55.07

Segment Leq : 55.07 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.90	-1.31	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 44.65 + 0.00) = 44.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-23.24	-1.31	0.00	0.00	0.00	44.65

Segment Leq : 44.65 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-18.88	-1.28	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.13 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.39	0.00	-19.42	-1.27	0.00	0.00	0.00	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 60.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.82
(NIGHT): 60.73

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.63	0.00	-18.66	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.95	0.00	-10.69	-0.26	0.00	0.00	-16.76	55.24

Segment Leq : 55.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.42	0.00	-11.28	-0.26	0.00	0.00	-16.78	51.10

Segment Leq : 51.10 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 64.14 + 0.00) = 64.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-6.55	0.00	0.00	0.00	0.00	64.14

Segment Leq : 64.14 dBA

Total Leq All Segments: 65.23 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.11 + 0.00) = 49.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.28	0.00	0.00	0.00	0.00	49.11

Segment Leq : 49.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.44	0.00	-17.31	-1.33	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-9.39	-0.01	0.00	0.00	-16.61	54.01

Segment Leq : 54.01 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 51.53 + 0.00) = 51.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-9.93	-0.01	0.00	0.00	-16.65	51.53

Segment Leq : 51.53 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-5.86	0.00	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Total Leq All Segments: 61.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.23
(NIGHT): 61.58

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.63	0.00	-18.66	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 56.74 + 0.00) = 56.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.95	0.00	-9.26	-0.26	0.00	0.00	-16.69	56.74

Segment Leq : 56.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.42	0.00	-10.01	-0.26	0.00	0.00	-16.73	52.42

Segment Leq : 52.42 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.85 m

ROAD (0.00 + 64.14 + 0.00) = 64.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-6.55	0.00	0.00	0.00	0.00	64.14

Segment Leq : 64.14 dBA

Total Leq All Segments: 65.46 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.11 + 0.00) = 49.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.28	0.00	0.00	0.00	0.00	49.11

Segment Leq : 49.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.44	0.00	-17.31	-1.33	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.78	-0.01	0.00	0.00	-16.45	55.78

Segment Leq : 55.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.58	-0.01	0.00	0.00	-16.54	52.99

Segment Leq : 52.99 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.85 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-5.86	0.00	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Total Leq All Segments: 62.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.46
(NIGHT): 62.10

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16197/3460 veh/TimePeriod *
Medium truck volume : 1198/256 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 11220/870   veh/TimePeriod *
Medium truck volume :    30/2    veh/TimePeriod *
Heavy truck volume  :    16/1    veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12140
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.27
Heavy Truck % of Total Volume     : 0.14
Day (16 hrs) % of Total Volume   : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height  : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.83 !      1.50 !      1.45 !      1.45
  
```

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.59  64.81   0.00 -12.25  -1.34   0.00   0.00  -5.01  46.22
-----
  
```

Segment Leq : 46.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.74	0.00	-15.68	-1.34	0.00	0.00	-5.01	42.72

Segment Leq : 42.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 67.57 + 0.00) = 67.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	82.94	0.00	-13.19	-1.25	0.00	0.00	-5.00	63.51*
-90	90	0.63	82.94	0.00	-13.97	-1.41	0.00	0.00	0.00	67.57

* Bright Zone !

Segment Leq : 67.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	1.54	1.54

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	80.14	0.00	-14.26	-1.26	0.00	0.00	-5.00	59.63*
-90	90	0.64	80.14	0.00	-15.10	-1.42	0.00	0.00	0.00	63.62

* Bright Zone !

Segment Leq : 63.62 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	1.32	1.32

ROAD (0.00 + 52.94 + 0.00) = 52.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.09	0.00	-3.01	0.00	0.00	0.00	-5.13	52.94

Segment Leq : 52.94 dBA

Total Leq All Segments: 69.18 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.37	4.37

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-11.33	-1.17	0.00	0.00	-0.07	44.49*
-90	90	0.59	57.07	0.00	-12.02	-1.34	0.00	0.00	0.00	43.71

* Bright Zone !

Segment Leq : 43.71 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.42	4.42

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.97	0.00	-14.66	-1.17	0.00	0.00	-0.07	42.06*
-90	90	0.59	57.97	0.00	-15.55	-1.34	0.00	0.00	0.00	41.07

* Bright Zone !

Segment Leq : 41.07 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.36	4.36

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	79.25	0.00	-12.24	-1.08	0.00	0.00	-0.14	65.79*
-90	90	0.54	79.25	0.00	-13.01	-1.25	0.00	0.00	0.00	64.99

* Bright Zone !

Segment Leq : 64.99 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	4.37	4.37

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	76.23	0.00	-13.27	-1.09	0.00	0.00	-0.14	61.73*
-90	90	0.55	76.23	0.00	-14.10	-1.26	0.00	0.00	0.00	60.86

* Bright Zone !

Segment Leq : 60.86 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.58	!	4.50	!	4.94	!	4.94

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.90	0.00	-0.79	0.00	0.00	0.00	99.00	151.11
-90	90	0.00	52.90	0.00	-0.79	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.18
(NIGHT): 66.60

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 7521/549 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8183
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 11268/822 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12140
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.27
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```
-----
Car traffic volume : 7521/549 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 8183
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.20
```

Data for Segment # 7: Fazio Dr. (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.59 ! 1.41
```

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -6.53 0.00 0.00 0.00 -10.51 47.77
-----
```

Segment Leq : 47.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.74	0.00	-9.19	0.00	0.00	0.00	-10.22	45.34

Segment Leq : 45.34 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	-0.41 !	1.59

ROAD (0.00 + 65.37 + 0.00) = 65.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.94	0.00	-7.61	0.00	0.00	0.00	-9.97	65.37

Segment Leq : 65.37 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	-0.43 !	1.57

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.14	0.00	-8.43	0.00	0.00	0.00	-9.98	61.73

Segment Leq : 61.73 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.73 !	1.27

ROAD (0.00 + 46.30 + 0.00) = 46.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-2.39	0.00	0.00	0.00	-11.68	46.30

Segment Leq : 46.30 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.61 !	1.50 !	-0.63 !	1.37

ROAD (0.00 + 44.36 + 0.00) = 44.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.11	0.00	-6.09	0.00	0.00	0.00	-10.65	44.36

Segment Leq : 44.36 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.63 !	1.37

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-4.87	0.00	0.00	0.00	-10.83	44.68

Segment Leq : 44.68 dBA

Total Leq All Segments: 67.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	1.87	3.87

ROAD (0.00 + 50.34 + 0.00) = 50.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-6.72	0.00	0.00	0.00	-5.00	45.35*
-90	90	0.00	57.07	0.00	-6.72	0.00	0.00	0.00	0.00	50.34

* Bright Zone !

Segment Leq : 50.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.15	4.15

ROAD (0.00 + 48.67 + 0.00) = 48.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.97	0.00	-9.29	0.00	0.00	0.00	-4.84	43.84*
-90	90	0.00	57.97	0.00	-9.29	0.00	0.00	0.00	0.00	48.67

* Bright Zone !

Segment Leq : 48.67 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.19	4.19

ROAD (0.00 + 71.49 + 0.00) = 71.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.76	0.00	0.00	0.00	-4.79	66.70*
-90	90	0.00	79.25	0.00	-7.76	0.00	0.00	0.00	0.00	71.49

* Bright Zone !

Segment Leq : 71.49 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.23	4.23

ROAD (0.00 + 67.68 + 0.00) = 67.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.23	0.00	-8.55	0.00	0.00	0.00	-4.75	62.92*
-90	90	0.00	76.23	0.00	-8.55	0.00	0.00	0.00	0.00	67.68

* Bright Zone !

Segment Leq : 67.68 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	0.87 !	2.87

ROAD (0.00 + 42.59 + 0.00) = 42.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-2.86	0.00	0.00	0.00	-6.70	42.59

Segment Leq : 42.59 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.59 !	4.50 !	1.71 !	3.71

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.68	0.00	-6.30	0.00	0.00	0.00	-5.02	41.35

Segment Leq : 41.35 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
0.86 !	4.50 !	1.91 !	3.91

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-4.57	0.00	0.00	0.00	-4.98	42.60*
-90	90	0.00	52.16	0.00	-4.57	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Total Leq All Segments: 73.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.10
(NIGHT): 73.06

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-15.08	-1.46	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-19.01	-1.46	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.90 + 0.00) = 64.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.94	0.00	-16.63	-1.41	0.00	0.00	0.00	64.90

Segment Leq : 64.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.14	0.00	-17.44	-1.42	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Total Leq All Segments: 66.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.19 + 0.00) = 40.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.55	0.00	-14.90	-1.46	0.00	0.00	0.00	40.19

Segment Leq : 40.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.78 + 0.00) = 37.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.14	0.00	-18.90	-1.46	0.00	0.00	0.00	37.78

Segment Leq : 37.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-16.49	-1.41	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.23	0.00	-17.32	-1.42	0.00	0.00	0.00	57.50

Segment Leq : 57.50 dBA

Total Leq All Segments: 62.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.55
(NIGHT): 62.89

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 17599/1386 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18985
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.24 + 0.00) = 41.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-21.59	-1.46	0.00	0.00	0.00	41.24

Segment Leq : 41.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-22.84	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.94	0.00	-15.35	-0.42	0.00	0.00	-16.18	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.40	2.40

ROAD (0.00 + 47.78 + 0.00) = 47.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.14	0.00	-15.65	-0.43	0.00	0.00	-16.27	47.78

Segment Leq : 47.78 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-4.96	0.00	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 58.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.55	0.00	-20.60	-1.34	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.01 + 0.00) = 35.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.14	0.00	-21.80	-1.34	0.00	0.00	0.00	35.01

Segment Leq : 35.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.58	2.58

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.25	0.00	-14.06	-0.18	0.00	0.00	-16.11	48.89

Segment Leq : 48.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	4.50 !	2.45 !	2.45

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.23	0.00	-14.37	-0.19	0.00	0.00	-16.21	45.46

Segment Leq : 45.46 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.49	0.00	-2.22	0.00	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Total Leq All Segments: 54.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.93
(NIGHT): 54.58

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 17599/1386 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18985
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-22.01	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-23.35	-1.46	0.00	0.00	0.00	40.21

Segment Leq : 40.21 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.94	0.00	-15.68	-0.42	0.00	0.00	-16.18	50.66

Segment Leq : 50.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.39	2.39

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.14	0.00	-15.97	-0.43	0.00	0.00	-16.28	47.46

Segment Leq : 47.46 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.52	0.00	-6.70	-1.46	0.00	0.00	0.00	54.36

Segment Leq : 54.36 dBA

Total Leq All Segments: 56.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.05 + 0.00) = 34.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.55	0.00	-21.16	-1.34	0.00	0.00	0.00	34.05

Segment Leq : 34.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 34.39 + 0.00) = 34.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.14	0.00	-22.42	-1.34	0.00	0.00	0.00	34.39

Segment Leq : 34.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.25	0.00	-14.50	-0.18	0.00	0.00	-16.13	48.45

Segment Leq : 48.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.44	!	2.44

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.23	0.00	-14.76	-0.19	0.00	0.00	-16.23	45.05

Segment Leq : 45.05 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.49	0.00	-4.08	-1.35	0.00	0.00	0.00	49.05

Segment Leq : 49.05 dBA

Total Leq All Segments: 52.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.70
(NIGHT): 52.73

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 23537/1083 veh/TimePeriod *
Medium truck volume : 427/20 veh/TimePeriod *
Heavy truck volume : 1140/52 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26259
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.70
Heavy Truck % of Total Volume : 4.54
Day (16 hrs) % of Total Volume : 95.60

```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 41.49 + 0.00) = 41.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-22.19	-1.46	0.00	0.00	0.00	41.49

Segment Leq : 41.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-23.35	-1.46	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.45	2.45

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.94	0.00	-18.96	-0.97	0.00	0.00	-9.09	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.33	2.33

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.14	0.00	-19.33	-0.97	0.00	0.00	-9.44	50.39

Segment Leq : 50.39 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 1.46 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.59	0.00	-14.87	-1.46	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 34.31 + 0.00) = 34.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-21.40	-1.35	0.00	0.00	0.00	34.31

Segment Leq : 34.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-22.56	-1.35	0.00	0.00	0.00	28.02

Segment Leq : 28.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.50	2.50

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.25	0.00	-17.78	-0.78	0.00	0.00	-8.93	51.76

Segment Leq : 51.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.38	!	2.38

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.23	0.00	-18.13	-0.78	0.00	0.00	-9.30	48.01

Segment Leq : 48.01 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 1.46 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.21	0.00	-14.30	-1.30	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 54.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 54.03

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 4246/579 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7209/1466 veh/TimePeriod *
Medium truck volume : 53/11 veh/TimePeriod *
Heavy truck volume : 143/29 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.93
Day (16 hrs) % of Total Volume : 83.10
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-16.28	-1.46	0.00	0.00	0.00	47.40

Segment Leq : 47.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-19.54	-1.46	0.00	0.00	0.00	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.34 + 0.00) = 63.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.20	0.00	-17.44	-1.41	0.00	0.00	0.00	63.34

Segment Leq : 63.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.50	0.00	-18.18	-1.41	0.00	0.00	0.00	59.90

Segment Leq : 59.90 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.64 m

ROAD (0.00 + 38.72 + 0.00) = 38.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-18.92	-1.46	0.00	0.00	0.00	38.72

Segment Leq : 38.72 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.18 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-17.15	-1.46	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Total Leq All Segments: 65.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-15.80	-1.35	0.00	0.00	0.00	39.91

Segment Leq : 39.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.65 + 0.00) = 31.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-18.92	-1.35	0.00	0.00	0.00	31.65

Segment Leq : 31.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.47 + 0.00) = 60.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.32	0.00	-16.60	-1.25	0.00	0.00	0.00	60.47

Segment Leq : 60.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-17.28	-1.26	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.64 m

ROAD (0.00 + 33.83 + 0.00) = 33.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.46	0.00	-18.28	-1.35	0.00	0.00	0.00	33.83

Segment Leq : 33.83 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.18 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.12	0.00	-16.44	-1.32	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 62.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.11
(NIGHT): 62.29

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 4246/579 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7209/1466 veh/TimePeriod *
Medium truck volume : 53/11 veh/TimePeriod *
Heavy truck volume : 143/29 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.93
Day (16 hrs) % of Total Volume : 83.10
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-16.38	-1.46	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-18.83	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.20	0.00	-17.28	-1.41	0.00	0.00	0.00	63.50

Segment Leq : 63.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.50	0.00	-18.00	-1.41	0.00	0.00	0.00	60.09

Segment Leq : 60.09 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.64 m

ROAD (0.00 + 39.08 + 0.00) = 39.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-18.56	-1.46	0.00	0.00	0.00	39.08

Segment Leq : 39.08 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.18 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-17.28	-1.46	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Total Leq All Segments: 65.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 39.81 + 0.00) = 39.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-15.89	-1.35	0.00	0.00	0.00	39.81

Segment Leq : 39.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-18.25	-1.35	0.00	0.00	0.00	32.32

Segment Leq : 32.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.62 + 0.00) = 60.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.32	0.00	-16.44	-1.25	0.00	0.00	0.00	60.62

Segment Leq : 60.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-17.11	-1.26	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.64 m

ROAD (0.00 + 34.17 + 0.00) = 34.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.46	0.00	-17.94	-1.35	0.00	0.00	0.00	34.17

Segment Leq : 34.17 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.18 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.12	0.00	-16.57	-1.32	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

Total Leq All Segments: 62.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.27
(NIGHT): 62.44

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-18.87	-1.46	0.00	0.00	0.00	44.51

Segment Leq : 44.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-21.39	-1.46	0.00	0.00	0.00	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 51.84 + 0.00) = 51.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-14.57	-0.57	0.00	0.00	-15.22	51.84

Segment Leq : 51.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.50	2.50

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-14.99	-0.57	0.00	0.00	-15.28	48.66

Segment Leq : 48.66 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.83 + 0.00) = 37.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.48	0.00	-21.20	-1.46	0.00	0.00	0.00	37.83

Segment Leq : 37.83 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

ROAD (0.00 + 38.88 + 0.00) = 38.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-19.12	-1.46	0.00	0.00	0.00	38.88

Segment Leq : 38.88 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.73 m

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.79	0.00	-5.68	-1.46	0.00	0.00	0.00	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 37.35 + 0.00) = 37.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-17.81	-1.32	0.00	0.00	0.00	37.35

Segment Leq : 37.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 36.05 + 0.00) = 36.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-20.43	-1.35	0.00	0.00	0.00	36.05

Segment Leq : 36.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-13.41	-0.34	0.00	0.00	-15.08	49.49

Segment Leq : 49.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.56	2.56

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-13.78	-0.35	0.00	0.00	-15.15	46.65

Segment Leq : 46.65 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.26 + 0.00) = 34.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.92	0.00	-20.31	-1.35	0.00	0.00	0.00	34.26

Segment Leq : 34.26 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 36.64 + 0.00) = 36.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.27	0.00	-18.28	-1.35	0.00	0.00	0.00	36.64

Segment Leq : 36.64 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.73 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.60	0.00	-2.33	-1.34	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 54.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 54.88

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13629/1565 veh/TimePeriod *
Medium truck volume : 49/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-17.27	-1.46	0.00	0.00	0.00	46.11

Segment Leq : 46.11 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.21	0.00	-20.15	-1.46	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-13.53	-0.57	0.00	0.00	-15.18	52.92

Segment Leq : 52.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.52	2.52

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-14.00	-0.57	0.00	0.00	-15.24	49.68

Segment Leq : 49.68 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 39.07 + 0.00) = 39.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.48	0.00	-19.95	-1.46	0.00	0.00	0.00	39.07

Segment Leq : 39.07 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.58	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.73 m

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.79	0.00	-5.68	-1.46	0.00	0.00	0.00	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 59.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 38.88 + 0.00) = 38.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-16.28	-1.32	0.00	0.00	0.00	38.88

Segment Leq : 38.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 37.29 + 0.00) = 37.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-19.19	-1.35	0.00	0.00	0.00	37.29

Segment Leq : 37.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-12.40	-0.34	0.00	0.00	-15.01	50.57

Segment Leq : 50.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.61	2.61

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-12.85	-0.35	0.00	0.00	-15.09	47.64

Segment Leq : 47.64 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.51 + 0.00) = 35.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.92	0.00	-19.05	-1.35	0.00	0.00	0.00	35.51

Segment Leq : 35.51 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.27	0.00	-16.65	-1.35	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.73 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.60	0.00	-2.33	-1.34	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.19
(NIGHT): 55.46

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

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-----
Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-6.27	0.00	0.00	0.00	0.00	57.27

Segment Leq : 57.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-9.65	0.00	0.00	0.00	0.00	53.78

Segment Leq : 53.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.20	0.00	-7.71	0.00	0.00	0.00	-14.93	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.68	2.68

ROAD (0.00 + 55.93 + 0.00) = 55.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.50	0.00	-8.51	0.00	0.00	0.00	-15.05	55.93

Segment Leq : 55.93 dBA

Results segment # 5: Cousineau (day)

Source height = 0.73 m

ROAD (0.00 + 59.43 + 0.00) = 59.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.79	0.00	-4.37	0.00	0.00	0.00	0.00	59.43

Segment Leq : 59.43 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.94 + 0.00) = 36.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-8.90	0.00	0.00	0.00	-14.64	36.94

Segment Leq : 36.94 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.71	0.71

ROAD (0.00 + 38.40 + 0.00) = 38.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-7.15	0.00	0.00	0.00	-13.91	38.40

Segment Leq : 38.40 dBA

Total Leq All Segments: 64.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-6.47	0.00	0.00	0.00	0.00	49.54

Segment Leq : 49.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-9.75	0.00	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.88 + 0.00) = 55.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-14.58	55.88

Segment Leq : 55.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.82	2.82

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-8.63	0.00	0.00	0.00	-14.77	52.52

Segment Leq : 52.52 dBA

Results segment # 5: Cousineau (night)

Source height = 0.73 m

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.60	0.00	-3.68	0.00	0.00	0.00	0.00	51.92

Segment Leq : 51.92 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-9.01	0.00	0.00	0.00	-14.48	32.43

Segment Leq : 32.43 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.80 ! 0.80

ROAD (0.00 + 35.38 + 0.00) = 35.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-7.31	0.00	0.00	0.00	-13.58	35.38

Segment Leq : 35.38 dBA

Total Leq All Segments: 59.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.71
(NIGHT): 59.30

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18572/1462 veh/TimePeriod *
Medium truck volume : 111/9 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 61.97 + 0.00) = 61.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-1.56	0.00	0.00	0.00	0.00	61.97

Segment Leq : 61.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-7.30	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.20	0.00	-4.72	0.00	0.00	0.00	-14.44	63.03

Segment Leq : 63.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.91	2.91

ROAD (0.00 + 58.53 + 0.00) = 58.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.50	0.00	-6.20	0.00	0.00	0.00	-14.78	58.53

Segment Leq : 58.53 dBA

Results segment # 5: Cousineau (day)

Source height = 0.73 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.79	0.00	-4.37	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 35.14 + 0.00) = 35.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-9.99	-1.19	0.00	0.00	-14.15	35.14

Segment Leq : 35.14 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	1.07	1.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-6.17	-1.19	0.00	0.00	-10.93	41.18

Segment Leq : 41.18 dBA

Total Leq All Segments: 67.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-2.13	0.00	0.00	0.00	0.00	53.87

Segment Leq : 53.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-7.46	0.00	0.00	0.00	0.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-5.01	0.00	0.00	0.00	-13.74	59.57

Segment Leq : 59.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.13	3.13

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-6.40	0.00	0.00	0.00	-14.28	55.24

Segment Leq : 55.24 dBA

Results segment # 5: Cousineau (night)

Source height = 0.72 m

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.73	0.00	-3.68	0.00	0.00	0.00	0.00	52.05

Segment Leq : 52.05 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.68	0.68

ROAD (0.00 + 31.38 + 0.00) = 31.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-9.66	-1.02	0.00	0.00	-13.86	31.38

Segment Leq : 31.38 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 1.44 ! 1.44

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-5.84	-1.01	0.00	0.00	-9.65	39.77

Segment Leq : 39.77 dBA

Total Leq All Segments: 62.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.48
(NIGHT): 62.34

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-11.26	-1.46	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-15.54	-1.46	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.46 + 0.00) = 68.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-12.82	-1.41	0.00	0.00	0.00	68.46

Segment Leq : 68.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 65.36 + 0.00) = 65.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-14.12	-1.42	0.00	0.00	0.00	65.36

Segment Leq : 65.36 dBA

Total Leq All Segments: 70.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 43.70 + 0.00) = 43.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-10.99	-1.32	0.00	0.00	0.00	43.70

Segment Leq : 43.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-14.99	-1.33	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.48 + 0.00) = 65.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-12.33	-1.25	0.00	0.00	0.00	65.48

Segment Leq : 65.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-13.52	-1.26	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Total Leq All Segments: 67.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.26
(NIGHT): 67.38

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-4.10	-1.46	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 49.60 + 0.00) = 49.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-12.38	-1.46	0.00	0.00	0.00	49.60

Segment Leq : 49.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 73.11 + 0.00) = 73.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-8.17	-1.41	0.00	0.00	0.00	73.11

Segment Leq : 73.11 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 69.01 + 0.00) = 69.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-10.47	-1.42	0.00	0.00	0.00	69.01

Segment Leq : 69.01 dBA

Total Leq All Segments: 74.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-4.64	-1.32	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 41.79 + 0.00) = 41.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-12.06	-1.33	0.00	0.00	0.00	41.79

Segment Leq : 41.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 69.68 + 0.00) = 69.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-8.13	-1.25	0.00	0.00	0.00	69.68

Segment Leq : 69.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 66.12 + 0.00) = 66.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-10.19	-1.26	0.00	0.00	0.00	66.12

Segment Leq : 66.12 dBA

Total Leq All Segments: 71.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.65
(NIGHT): 71.30

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-9.81	-1.46	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-19.60	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.88 + 0.00) = 55.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.70	0.00	-11.19	-0.57	0.00	0.00	-15.07	55.88

Segment Leq : 55.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.56	2.56

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.89	0.00	-11.92	-0.57	0.00	0.00	-15.21	53.19

Segment Leq : 53.19 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 61.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.00	0.00	-10.17	-1.46	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.17	0.00	-19.70	-1.46	0.00	0.00	0.00	34.01

Segment Leq : 34.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.07	0.00	-11.32	-0.57	0.00	0.00	-15.07	52.11

Segment Leq : 52.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.56	2.56

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.57	0.00	-12.03	-0.57	0.00	0.00	-15.21	49.76

Segment Leq : 49.76 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 55.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.45
(NIGHT): 55.74

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```
-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70
```

Data for Segment # 5: Howard (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-9.43	-1.46	0.00	0.00	0.00	52.65

Segment Leq : 52.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-19.38	-1.46	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.70	0.00	-11.02	-0.57	0.00	0.00	-15.05	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.57	2.57

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.89	0.00	-11.77	-0.57	0.00	0.00	-15.20	53.35

Segment Leq : 53.35 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.00	0.00	-9.81	-1.46	0.00	0.00	0.00	44.74

Segment Leq : 44.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 34.24 + 0.00) = 34.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.17	0.00	-19.47	-1.46	0.00	0.00	0.00	34.24

Segment Leq : 34.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.07	0.00	-11.15	-0.57	0.00	0.00	-15.06	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.57	0.00	-11.88	-0.57	0.00	0.00	-15.21	49.91

Segment Leq : 49.91 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 55.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 55.89

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6470/1868 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5335/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70
    
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 58.51 + 0.00) = 58.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-6.60	0.00	0.00	0.00	0.00	58.51

Segment Leq : 58.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.45	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.65 + 0.00) = 65.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.26	0.00	0.00	0.00	-8.79	65.65

Segment Leq : 65.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 62.29 + 0.00) = 62.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-8.98	0.00	0.00	0.00	-8.85	62.29

Segment Leq : 62.29 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-9.63	0.00	0.00	0.00	-15.49	38.13

Segment Leq : 38.13 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 59.51 + 0.00) = 59.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.58	0.00	-9.07	0.00	0.00	0.00	0.00	59.51

Segment Leq : 59.51 dBA

Total Leq All Segments: 68.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-5.27	0.00	0.00	0.00	0.00	52.40

Segment Leq : 52.40 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.02	0.00	-12.16	0.00	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.40	0.00	0.00	0.00	-7.99	63.67

Segment Leq : 63.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-8.26	0.00	0.00	0.00	-8.22	61.25

Segment Leq : 61.25 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.99 !	0.99

ROAD (0.00 + 33.23 + 0.00) = 33.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.02	0.00	0.00	0.00	-15.32	33.23

Segment Leq : 33.23 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.91 m

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.53	0.00	-8.99	0.00	0.00	0.00	0.00	51.54

Segment Leq : 51.54 dBA

Total Leq All Segments: 66.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.57
(NIGHT): 66.03

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 15855/3433 veh/TimePeriod *
Medium truck volume : 851/184 veh/TimePeriod *
Heavy truck volume : 6051/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 26.59
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

Car traffic volume : 12083/6041 veh/TimePeriod
Medium truck volume : 906/453 veh/TimePeriod
Heavy truck volume : 7655/3827 veh/TimePeriod
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 401SB On Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 401NB off rp (day)

Source height = 2.27 m

ROAD (0.00 + 64.60 + 0.00) = 64.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.92	0.00	-14.90	-1.42	0.00	0.00	0.00	64.60

Segment Leq : 64.60 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.40 m

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.74	0.00	-13.93	-1.41	0.00	0.00	0.00	66.39

Segment Leq : 66.39 dBA

Total Leq All Segments: 68.60 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.27 m

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.28	0.00	-14.24	-1.26	0.00	0.00	0.00	61.78

Segment Leq : 61.78 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.40 m

ROAD (0.00 + 67.13 + 0.00) = 67.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	81.74	0.00	-13.35	-1.25	0.00	0.00	0.00	67.13

Segment Leq : 67.13 dBA

Total Leq All Segments: 68.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.60
(NIGHT): 68.24

**APPENDIX B.3.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```

-----
Car traffic volume : 4528/491 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.21
  
```

Data for Segment # 6: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.90	0.00	-7.68	-1.24	0.00	0.00	-13.92	46.06

Segment Leq : 46.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-9.05	0.00	0.00	0.00	-16.02	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.26	0.00	0.00	0.00	-15.97	52.95

Segment Leq : 52.95 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-11.16	0.00	0.00	0.00	-13.52	45.83

Segment Leq : 45.83 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.13 + 0.00) = 31.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.62	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.13

Segment Leq : 31.13 dBA

Total Leq All Segments: 57.93 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.37 + 0.00) = 38.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	-4.96	33.41*
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	0.00	38.37

* Bright Zone !

Segment Leq : 38.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.55	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.65

Segment Leq : 49.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-8.79	0.00	0.00	0.00	-15.81	52.27

Segment Leq : 52.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.04	0.00	0.00	0.00	-15.72	51.13

Segment Leq : 51.13 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	2.55	!	4.55

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-11.00	0.00	0.00	0.00	99.00	154.70
-90	90	0.00	66.70	0.00	-11.00	0.00	0.00	0.00	0.00	55.70

* Bright Zone !

Segment Leq : 55.70 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	49.98	0.00	-10.49	-1.09	0.00	0.00	-5.45	32.95

Segment Leq : 32.95 dBA

Total Leq All Segments: 58.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.93
(NIGHT): 58.87

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 4528/491 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.21
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.82 ! 1.50 ! -0.56 ! 1.44
  
```

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 68.90 0.00 -7.68 -1.24 0.00 0.00 -13.92 46.06
-----
  
```

Segment Leq : 46.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-9.05	0.00	0.00	0.00	-16.02	55.34

Segment Leq : 55.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.26	0.00	0.00	0.00	-15.97	52.95

Segment Leq : 52.95 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	-0.50 !	1.50

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-10.54	0.00	0.00	0.00	-13.53	46.43

Segment Leq : 46.43 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.13 + 0.00) = 31.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.62	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.13

Segment Leq : 31.13 dBA

Total Leq All Segments: 57.96 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.55	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.65

Segment Leq : 49.65 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-8.79	0.00	0.00	0.00	-15.81	52.27

Segment Leq : 52.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.04	0.00	0.00	0.00	-15.72	51.13

Segment Leq : 51.13 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	2.52	!	4.52

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-10.41	0.00	0.00	0.00	99.00	155.29
-90	90	0.00	66.70	0.00	-10.41	0.00	0.00	0.00	0.00	56.29

* Bright Zone !

Segment Leq : 56.29 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.89	3.89

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	49.98	0.00	-10.49	-1.09	0.00	0.00	-5.45	32.95

Segment Leq : 32.95 dBA

Total Leq All Segments: 59.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.96
(NIGHT): 59.13

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.56 + 0.00) = 38.56 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.10 0.00 -9.53 0.00 0.00 0.00 -13.02 38.56
-----
  
```

Segment Leq : 38.56 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.54	0.00	-1.40	-1.24	0.00	0.00	-14.40	49.50

Segment Leq : 49.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.90 !	2.90

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-7.19	0.00	0.00	0.00	-15.88	57.34

Segment Leq : 57.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.05 !	3.05

ROAD (0.00 + 55.37 + 0.00) = 55.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-6.06	0.00	0.00	0.00	-15.76	55.37

Segment Leq : 55.37 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.17 !	1.17

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-2.98	0.00	0.00	0.00	-14.93	47.20

Segment Leq : 47.20 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	1.72 !	1.72

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-8.88	0.00	0.00	0.00	-13.91	47.71

Segment Leq : 47.71 dBA

Total Leq All Segments: 60.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.29 !	4.29

ROAD (0.00 + 38.57 + 0.00) = 38.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-9.62	0.00	0.00	0.00	-5.04	38.57

Segment Leq : 38.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	1.11	3.11

ROAD (0.00 + 47.39 + 0.00) = 47.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.17	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.39

Segment Leq : 47.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-7.35	0.00	0.00	0.00	-15.61	53.91

Segment Leq : 53.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-6.27	0.00	0.00	0.00	-15.50	53.13

Segment Leq : 53.13 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.31	!	1.31

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-3.40	0.00	0.00	0.00	-14.34	42.34

Segment Leq : 42.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.76 ! 1.76

ROAD (0.00 + 43.97 + 0.00) = 43.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-8.99	0.00	0.00	0.00	-13.74	43.97

Segment Leq : 43.97 dBA

Total Leq All Segments: 57.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.39
(NIGHT): 57.45

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.10 0.00 -9.26 0.00 0.00 0.00 -13.03 38.81
-----
  
```

Segment Leq : 38.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.54	0.00	-1.40	-1.24	0.00	0.00	-14.40	49.50

Segment Leq : 49.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-6.78	0.00	0.00	0.00	-15.84	57.79

Segment Leq : 57.79 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 55.98 + 0.00) = 55.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-5.52	0.00	0.00	0.00	-15.68	55.98

Segment Leq : 55.98 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-2.98	0.00	0.00	0.00	-14.93	47.20

Segment Leq : 47.20 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.73	1.73

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-8.23	0.00	0.00	0.00	-13.89	48.38

Segment Leq : 48.38 dBA

Total Leq All Segments: 60.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.28	4.28

ROAD (0.00 + 38.82 + 0.00) = 38.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-9.36	0.00	0.00	0.00	-5.05	38.82

Segment Leq : 38.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	1.11 !	3.11

ROAD (0.00 + 47.39 + 0.00) = 47.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.17	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.39

Segment Leq : 47.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.15 !	3.15

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-6.96	0.00	0.00	0.00	-15.54	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-5.76	0.00	0.00	0.00	-15.34	53.79

Segment Leq : 53.79 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.31	!	1.31

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-3.40	0.00	0.00	0.00	-14.34	42.34

Segment Leq : 42.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-8.36	0.00	0.00	0.00	-13.68	44.66

Segment Leq : 44.66 dBA

Total Leq All Segments: 57.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.85
(NIGHT): 57.94

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5079/492 veh/TimePeriod *
Medium truck volume : 20/2 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 91.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5040/375 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.67 ! 1.50 ! 1.43 ! 1.43
  
```

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.95 0.00 -7.90 0.00 0.00 0.00 0.00 -5.02 47.03
-----
  
```

Segment Leq : 47.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.27	!	1.27

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.49	0.00	-3.74	0.00	0.00	0.00	-5.16	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	3.07	!	3.07

ROAD (0.00 + 56.31 + 0.00) = 56.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-6.84	0.00	0.00	0.00	-17.82	56.31

Segment Leq : 56.31 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	3.19	3.19

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-5.60	0.00	0.00	0.00	-17.77	55.12

Segment Leq : 55.12 dBA

Total Leq All Segments: 59.63 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	4.06	4.06

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.84	0.00	-8.04	0.00	0.00	0.00	-0.26	44.54*
-90	90	0.00	52.84	0.00	-8.04	0.00	0.00	0.00	0.00	44.80

* Bright Zone !

Segment Leq : 44.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 46.94 + 0.00) = 46.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.04	0.00	-4.09	0.00	0.00	0.00	-0.59	46.35*
-90	90	0.00	51.04	0.00	-4.09	0.00	0.00	0.00	0.00	46.94

* Bright Zone !

Segment Leq : 46.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	3.26	3.26

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-7.02	0.00	0.00	0.00	-17.70	52.47

Segment Leq : 52.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.03 ! 4.50 ! 3.42 ! 3.42

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-5.84	0.00	0.00	0.00	-17.60	51.15

Segment Leq : 51.15 dBA

Total Leq All Segments: 55.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.63
(NIGHT): 55.87

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-18.36	-1.46	0.00	0.00	0.00	44.90

Segment Leq : 44.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-14.59	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.65	-0.57	0.00	0.00	-15.14	51.20

Segment Leq : 51.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-12.09	-0.58	0.00	0.00	-15.32	49.42

Segment Leq : 49.42 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.66	0.66

ROAD (0.00 + 30.82 + 0.00) = 30.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.37	0.00	-14.32	-1.19	0.00	0.00	-14.05	30.82

Segment Leq : 30.82 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.67	0.67

ROAD (0.00 + 27.98 + 0.00) = 27.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.26	0.00	-16.06	-1.19	0.00	0.00	-14.03	27.98

Segment Leq : 27.98 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 55.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-17.58	-1.32	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-14.24	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-11.80	-0.34	0.00	0.00	-14.96	48.71

Segment Leq : 48.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.25 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-11.29	-0.35	0.00	0.00	-15.11	46.29

Segment Leq : 46.29 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.64 !	0.64

ROAD (0.00 + 27.27 + 0.00) = 27.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.03	0.00	-13.71	-1.02	0.00	0.00	-14.03	27.27

Segment Leq : 27.27 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.73 !	0.73

ROAD (0.00 + 25.91 + 0.00) = 25.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.99	0.00	-15.23	-1.01	0.00	0.00	-13.84	25.91

Segment Leq : 25.91 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.02 + 0.00) = 34.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.91	0.00	-16.53	-1.35	0.00	0.00	0.00	34.02

Segment Leq : 34.02 dBA

Total Leq All Segments: 51.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.20
(NIGHT): 51.52

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-19.79	-1.46	0.00	0.00	0.00	43.47

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-17.31	-1.46	0.00	0.00	0.00	45.56

Segment Leq : 45.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 49.93 + 0.00) = 49.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-13.86	-0.57	0.00	0.00	-15.19	49.93

Segment Leq : 49.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	1.50	!	2.43	!	2.43

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.47	-0.58	0.00	0.00	-15.38	47.97

Segment Leq : 47.97 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 28.74 + 0.00) = 28.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.37	0.00	-16.36	-1.19	0.00	0.00	-14.09	28.74

Segment Leq : 28.74 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.66	0.66

ROAD (0.00 + 26.58 + 0.00) = 26.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.26	0.00	-17.44	-1.19	0.00	0.00	-14.05	26.58

Segment Leq : 26.58 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 53.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 36.08 + 0.00) = 36.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-18.95	-1.32	0.00	0.00	0.00	36.08

Segment Leq : 36.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-16.82	-1.34	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 47.48 + 0.00) = 47.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.93	-0.34	0.00	0.00	-15.05	47.48

Segment Leq : 47.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	2.51	!	2.51

ROAD (0.00 + 44.89 + 0.00) = 44.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.57	-0.35	0.00	0.00	-15.23	44.89

Segment Leq : 44.89 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.62	!	0.62

ROAD (0.00 + 25.37 + 0.00) = 25.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.03	0.00	-15.54	-1.02	0.00	0.00	-14.11	25.37

Segment Leq : 25.37 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.72 !	0.72

ROAD (0.00 + 24.60 + 0.00) = 24.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.99	0.00	-16.50	-1.01	0.00	0.00	-13.88	24.60

Segment Leq : 24.60 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.02 + 0.00) = 34.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.91	0.00	-16.53	-1.35	0.00	0.00	0.00	34.02

Segment Leq : 34.02 dBA

Total Leq All Segments: 50.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.67
(NIGHT): 50.12

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11737/2491 veh/TimePeriod *
Medium truck volume : 562/119 veh/TimePeriod *
Heavy truck volume : 3905/829 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-9.46	0.00	0.00	0.00	0.00	54.74

Segment Leq : 54.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 55.10 + 0.00) = 55.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.96	0.00	0.00	0.00	0.00	55.10

Segment Leq : 55.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.61 !	2.61

ROAD (0.00 + 58.10 + 0.00) = 58.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.75	0.00	0.00	0.00	-13.55	58.10

Segment Leq : 58.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.99	0.00	0.00	0.00	-13.72	57.36

Segment Leq : 57.36 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.75	0.75

ROAD (0.00 + 35.48 + 0.00) = 35.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-7.62	0.00	0.00	0.00	-17.27	35.48

Segment Leq : 35.48 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.73	0.73

ROAD (0.00 + 32.94 + 0.00) = 32.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-9.02	0.00	0.00	0.00	-17.30	32.94

Segment Leq : 32.94 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 64.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.05	0.00	0.00	0.00	0.00	48.05

Segment Leq : 48.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.20	0.00	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.81	2.81

ROAD (0.00 + 55.48 + 0.00) = 55.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.26	0.00	0.00	0.00	-13.14	55.48

Segment Leq : 55.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	2.77	!	2.77

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-7.40	0.00	0.00	0.00	-13.21	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.79	!	0.79

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-6.98	0.00	0.00	0.00	-17.15	31.91

Segment Leq : 31.91 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.83 !	0.83

ROAD (0.00 + 30.28 + 0.00) = 30.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-8.52	0.00	0.00	0.00	-17.18	30.28

Segment Leq : 30.28 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.91	0.00	-0.79	0.00	0.00	0.00	0.00	51.12

Segment Leq : 51.12 dBA

Total Leq All Segments: 59.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.37
(NIGHT): 59.57

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-10.73	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-8.86	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-10.18	0.00	0.00	0.00	-13.65	56.57

Segment Leq : 56.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-9.65	0.00	0.00	0.00	-13.86	55.57

Segment Leq : 55.57 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.70	0.70

ROAD (0.00 + 33.68 + 0.00) = 33.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-9.37	0.00	0.00	0.00	-17.32	33.68

Segment Leq : 33.68 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.70	0.70

ROAD (0.00 + 31.55 + 0.00) = 31.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-10.38	0.00	0.00	0.00	-17.33	31.55

Segment Leq : 31.55 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 63.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-10.43	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-8.39	0.00	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.67	2.67

ROAD (0.00 + 53.66 + 0.00) = 53.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.84	0.00	0.00	0.00	-13.38	53.66

Segment Leq : 53.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-9.23	0.00	0.00	0.00	-13.55	52.59

Segment Leq : 52.59 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.70	!	0.70

ROAD (0.00 + 29.82 + 0.00) = 29.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-8.95	0.00	0.00	0.00	-17.26	29.82

Segment Leq : 29.82 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.78 !	0.78

ROAD (0.00 + 28.70 + 0.00) = 28.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-10.05	0.00	0.00	0.00	-17.24	28.70

Segment Leq : 28.70 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.91	0.00	-0.79	0.00	0.00	0.00	0.00	51.12

Segment Leq : 51.12 dBA

Total Leq All Segments: 57.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.36
(NIGHT): 57.97

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 336.00 / -8.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

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Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 318.00 / 300.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-22.92	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-21.68	-1.46	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.47	2.47

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-15.67	-0.42	0.00	0.00	-16.21	48.10

Segment Leq : 48.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.34	2.34

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.08	0.00	-15.45	-0.43	0.00	0.00	-16.32	46.88

Segment Leq : 46.88 dBA

Total Leq All Segments: 51.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-21.41	-1.31	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.16 + 0.00) = 32.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-20.33	-1.34	0.00	0.00	0.00	32.16

Segment Leq : 32.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	12.75	12.75

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-14.19	-0.18	0.00	0.00	99.00	161.50
-90	90	0.54	76.88	0.00	-20.60	-1.26	0.00	0.00	0.00	55.02

* Bright Zone !

Segment Leq : 55.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.40 ! 2.40

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.36	0.00	-13.99	-0.20	0.00	0.00	-16.25	44.93

Segment Leq : 44.93 dBA

Total Leq All Segments: 55.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.16
(NIGHT): 55.48

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-23.72	-1.46	0.00	0.00	0.00	39.03

Segment Leq : 39.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.12 + 0.00) = 38.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-22.49	-1.46	0.00	0.00	0.00	38.12

Segment Leq : 38.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.46	2.46

ROAD (0.00 + 47.55 + 0.00) = 47.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-16.21	-0.42	0.00	0.00	-16.22	47.55

Segment Leq : 47.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.33	2.33

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.08	0.00	-16.04	-0.43	0.00	0.00	-16.33	46.28

Segment Leq : 46.28 dBA

Total Leq All Segments: 50.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 33.60 + 0.00) = 33.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-22.18	-1.31	0.00	0.00	0.00	33.60

Segment Leq : 33.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 31.32 + 0.00) = 31.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-21.17	-1.34	0.00	0.00	0.00	31.32

Segment Leq : 31.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.51	2.51

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-14.73	-0.18	0.00	0.00	-16.16	45.79

Segment Leq : 45.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.38 ! 2.38

ROAD (0.00 + 44.34 + 0.00) = 44.34 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.07 75.36 0.00 -14.56 -0.20 0.00 0.00 -16.27 44.34
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 44.34 dBA

Total Leq All Segments: 48.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.56
(NIGHT): 48.37

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12

```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.34 ! 1.50 ! -1.03 ! 1.47

```

ROAD (0.00 + 44.84 + 0.00) = 44.84 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.20 0.00 -9.40 0.00 0.00 0.00 -9.96 44.84
-----

```

Segment Leq : 44.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.20	0.00	0.00	0.00	-11.12	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.63	0.00	0.00	0.00	-15.07	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.04 + 0.00) = 56.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.85	0.00	0.00	0.00	-15.19	56.04

Segment Leq : 56.04 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.35 !	4.50 !	1.36 !	3.86

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.49	0.00	0.00	0.00	-5.80	41.80

Segment Leq : 41.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.51 !	3.01

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.40	0.00	0.00	0.00	-7.70	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.81 !	2.81

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.75	0.00	0.00	0.00	-14.80	53.33

Segment Leq : 53.33 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.76 !	2.76

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-7.99	0.00	0.00	0.00	-14.87	52.50

Segment Leq : 52.50 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	1.65 !	4.15

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.31

Segment Leq : 41.31 dBA

Total Leq All Segments: 56.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.83
(NIGHT): 56.35

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.34 ! 1.50 ! -1.03 ! 1.47
  
```

ROAD (0.00 + 44.62 + 0.00) = 44.62 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.20 0.00 -9.65 0.00 0.00 0.00 -9.92 44.62
-----
  
```

Segment Leq : 44.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.20	0.00	0.00	0.00	-11.12	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.64 !	2.64

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-9.01	0.00	0.00	0.00	-15.10	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-8.30	0.00	0.00	0.00	-15.24	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.35 !	4.50 !	1.40 !	3.90

ROAD (0.00 + 41.60 + 0.00) = 41.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.75	0.00	0.00	0.00	-5.75	41.60

Segment Leq : 41.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.51 !	3.01

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.40	0.00	0.00	0.00	-7.70	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.77 !	2.77

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.12	0.00	0.00	0.00	-14.85	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.70 !	2.70

ROAD (0.00 + 51.99 + 0.00) = 51.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-8.43	0.00	0.00	0.00	-14.94	51.99

Segment Leq : 51.99 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	1.65 !	4.15

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.31

Segment Leq : 41.31 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.42
(NIGHT): 55.92

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
  
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.19 + 0.00) = 38.19 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.44 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.19
-----
  
```

Segment Leq : 38.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.12	0.00	-7.75	-1.17	0.00	0.00	-8.24	47.96

Segment Leq : 47.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-10.61	0.00	0.00	0.00	-9.09	60.71

Segment Leq : 60.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-10.16	0.00	0.00	0.00	-8.94	58.93

Segment Leq : 58.93 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-9.41	0.00	0.00	0.00	-7.61	48.61

Segment Leq : 48.61 dBA

Results segment # 6: 401NB onramp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-9.99	0.00	0.00	0.00	-15.39	37.60

Segment Leq : 37.60 dBA

Total Leq All Segments: 63.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.83	0.00	-16.68	-0.99	0.00	0.00	-2.36	36.81*
-90	90	0.59	56.83	0.00	-18.85	-1.33	0.00	0.00	0.00	36.65

* Bright Zone !

Segment Leq : 36.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.61	3.61

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.46	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.41*
-90	90	0.59	56.46	0.00	-8.64	-1.33	0.00	0.00	0.00	46.49

* Bright Zone !

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.55	2.55

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-10.71	0.00	0.00	0.00	-8.78	57.39

Segment Leq : 57.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-10.24	0.00	0.00	0.00	-8.60	56.58

Segment Leq : 56.58 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	-2.73	45.14*
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	0.00	47.87

* Bright Zone !

Segment Leq : 47.87 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.88	0.00	0.00	0.00	-15.36	32.12

Segment Leq : 32.12 dBA

Total Leq All Segments: 60.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.24
(NIGHT): 60.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6127/1092 veh/TimePeriod *
Medium truck volume : 369/66 veh/TimePeriod *
Heavy truck volume : 3011/537 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11201
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 84.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 8221/1145 veh/TimePeriod *
Medium truck volume : 138/19 veh/TimePeriod *
Heavy truck volume : 389/54 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9967
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.45
Day (16 hrs) % of Total Volume : 87.78

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 7396/1581 veh/TimePeriod *
Medium truck volume : 133/28 veh/TimePeriod *
Heavy truck volume : 352/75 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9566
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 4.47
Day (16 hrs) % of Total Volume : 82.39

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 7513/1793 veh/TimePeriod *
Medium truck volume : 99/24 veh/TimePeriod *
Heavy truck volume : 50/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 80.73
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.44 0.00 -12.78 0.00 0.00 0.00 -8.08 43.57
-----
  
```

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.12	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.03

Segment Leq : 49.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.77	0.00	-11.24	0.00	0.00	0.00	-7.96	58.57

Segment Leq : 58.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.28 + 0.00) = 59.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-10.80	0.00	0.00	0.00	-7.95	59.28

Segment Leq : 59.28 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-6.35	0.00	0.00	0.00	-8.52	48.11

Segment Leq : 48.11 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.45	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 49.46 + 0.00) = 49.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.93	0.00	-9.34	0.00	0.00	0.00	-8.13	49.46

Segment Leq : 49.46 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.45	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 45.82 + 0.00) = 45.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.51	0.00	-12.65	0.00	0.00	0.00	-8.04	45.82

Segment Leq : 45.82 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-11.37	0.00	0.00	0.00	-8.13	43.32

Segment Leq : 43.32 dBA

Total Leq All Segments: 62.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.35	4.35

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.83	0.00	-12.83	0.00	0.00	0.00	-1.47	42.53*
-90	90	0.00	56.83	0.00	-12.83	0.00	0.00	0.00	0.00	44.01

* Bright Zone !

Segment Leq : 44.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.35	3.35

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.46	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.59*
-90	90	0.59	56.46	0.00	-6.85	-1.33	0.00	0.00	0.00	48.28

* Bright Zone !

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.36	4.36

ROAD (0.00 + 61.99 + 0.00) = 61.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.29	0.00	-11.30	0.00	0.00	0.00	-1.56	60.43*
-90	90	0.00	73.29	0.00	-11.30	0.00	0.00	0.00	0.00	61.99

* Bright Zone !

Segment Leq : 61.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-10.88	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.42	0.00	-10.88	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.99	0.99

ROAD (0.00 + 37.46 + 0.00) = 37.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.55	0.00	0.00	0.00	-13.34	37.46

Segment Leq : 37.46 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	1.49	1.49

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.37	0.00	-9.44	0.00	0.00	0.00	-11.84	40.09

Segment Leq : 40.09 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	4.36	4.36

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.80	0.00	-12.69	0.00	0.00	0.00	-1.64	48.47*
-90	90	0.00	62.80	0.00	-12.69	0.00	0.00	0.00	0.00	50.11

* Bright Zone !

Segment Leq : 50.11 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.18 + 0.00) = 48.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	-2.09	46.09*
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	0.00	48.18

* Bright Zone !

Segment Leq : 48.18 dBA

Total Leq All Segments: 66.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.75
(NIGHT): 66.72

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.13 0.00 -10.26 -1.09 0.00 0.00 -7.10 60.69
-----
  
```

Segment Leq : 60.69 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	1.72	1.72

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.57	0.00	-8.73	-1.08	0.00	0.00	-7.02	63.74

Segment Leq : 63.74 dBA

Total Leq All Segments: 65.49 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	3.98	3.98

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.26	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.70*
-90	90	0.55	75.26	0.00	-11.17	-1.26	0.00	0.00	0.00	62.82

* Bright Zone !

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.38 ! 4.50 ! 4.06 ! 4.06

ROAD (0.00 + 65.90 + 0.00) = 65.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.78	0.00	-8.48	-0.90	0.00	0.00	-2.84	64.56*
-90	90	0.54	76.78	0.00	-9.62	-1.25	0.00	0.00	0.00	65.90

* Bright Zone !

Segment Leq : 65.90 dBA

Total Leq All Segments: 67.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.49
(NIGHT): 67.64

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1011/298 veh/TimePeriod *
Medium truck volume : 54/16 veh/TimePeriod *
Heavy truck volume : 543/160 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 10427/1889 veh/TimePeriod *
Medium truck volume : 191/35 veh/TimePeriod *
Heavy truck volume : 696/126 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13364
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 18087/1526 veh/TimePeriod *
Medium truck volume : 513/43 veh/TimePeriod *
Heavy truck volume : 256/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20447
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.72
Heavy Truck % of Total Volume : 1.36
Day (16 hrs) % of Total Volume : 92.22
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.71 + 0.00) = 62.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.42	0.00	-16.74	-0.97	0.00	0.00	0.00	62.71

Segment Leq : 62.71 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.19	0.00	-17.15	-0.97	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	66.81	0.00	-20.10	-1.14	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.57 m

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.01	0.00	-16.86	-1.19	0.00	0.00	0.00	50.97

Segment Leq : 50.97 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 36.98 + 0.00) = 36.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-22.26	-1.43	0.00	0.00	0.00	36.98

Segment Leq : 36.98 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.26 + 0.00) = 49.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.26

Segment Leq : 49.26 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.08 m

ROAD (0.00 + 62.47 + 0.00) = 62.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.04	0.00	-5.56	0.00	0.00	0.00	0.00	62.47

Segment Leq : 62.47 dBA

Total Leq All Segments: 67.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.37 + 0.00) = 60.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.87	0.00	-15.72	-0.78	0.00	0.00	0.00	60.37

Segment Leq : 60.37 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.00 + 0.00) = 58.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.89	0.00	-16.11	-0.78	0.00	0.00	0.00	58.00

Segment Leq : 58.00 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 44.61 + 0.00) = 44.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	64.51	0.00	-18.93	-0.97	0.00	0.00	0.00	44.61

Segment Leq : 44.61 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.57 m

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.60	0.00	-15.94	-1.02	0.00	0.00	0.00	47.65

Segment Leq : 47.65 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 38.26 + 0.00) = 38.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.26

Segment Leq : 38.26 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.12	-1.31	0.00	0.00	0.00	44.81

Segment Leq : 44.81 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-22.49	-1.31	0.00	0.00	0.00	43.11

Segment Leq : 43.11 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.08 m

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.33	0.00	-5.80	0.00	0.00	0.00	0.00	54.53

Segment Leq : 54.53 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.05
(NIGHT): 63.47

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-25.26	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.05 + 0.00) = 61.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.42	0.00	-17.95	-1.41	0.00	0.00	0.00	61.05

Segment Leq : 61.05 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.19	0.00	-18.60	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 43.92 + 0.00) = 43.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-25.13	-1.45	0.00	0.00	0.00	43.92

Segment Leq : 43.92 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.47 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-24.13	-1.34	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.13 + 0.00) = 59.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.87	0.00	-16.48	-1.25	0.00	0.00	0.00	59.13

Segment Leq : 59.13 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.46 + 0.00) = 56.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.89	0.00	-17.17	-1.25	0.00	0.00	0.00	56.46

Segment Leq : 56.46 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-21.20	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-23.81	-1.29	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.47
(NIGHT): 61.41

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 10427/1889 veh/TimePeriod *
Medium truck volume : 191/35 veh/TimePeriod *
Heavy truck volume : 696/126 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13364
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-25.24	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.34 + 0.00) = 68.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	80.42	0.00	-10.76	-1.31	0.00	0.00	0.00	68.34

Segment Leq : 68.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	77.19	0.00	-12.28	-1.31	0.00	0.00	0.00	63.60

Segment Leq : 63.60 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-14.47	-1.43	0.00	0.00	0.00	44.77

Segment Leq : 44.77 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.01	0.00	-24.77	-1.45	0.00	0.00	0.00	42.79

Segment Leq : 42.79 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 69.81 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-24.07	-1.34	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 66.74 + 0.00) = 66.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.87	0.00	-8.98	-1.14	0.00	0.00	0.00	66.74

Segment Leq : 66.74 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.92 + 0.00) = 62.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	74.89	0.00	-10.82	-1.14	0.00	0.00	0.00	62.92

Segment Leq : 62.92 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 46.31 + 0.00) = 46.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-13.06	-1.27	0.00	0.00	0.00	46.31

Segment Leq : 46.31 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-21.20	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.60	0.00	-23.38	-1.30	0.00	0.00	0.00	39.93

Segment Leq : 39.93 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 68.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.81
(NIGHT): 68.35

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.42	0.00	-11.81	-0.42	0.00	0.00	-16.08	52.10

Segment Leq : 52.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.62	!	2.62

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.19	0.00	-12.34	-0.42	0.00	0.00	-16.10	48.32

Segment Leq : 48.32 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.44	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-20.22	-1.45	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Total Leq All Segments: 57.73 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.87	0.00	-10.97	-0.18	0.00	0.00	-15.96	49.76

Segment Leq : 49.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.89	0.00	-11.46	-0.18	0.00	0.00	-15.99	47.26

Segment Leq : 47.26 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-23.25	-1.31	0.00	0.00	0.00	42.35

Segment Leq : 42.35 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-18.96	-1.29	0.00	0.00	0.00	46.45

Segment Leq : 46.45 dBA

Total Leq All Segments: 54.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.73
(NIGHT): 54.65

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82
  
```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.42	0.00	-6.37	-0.42	0.00	0.00	-15.68	57.95

Segment Leq : 57.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.19	0.00	-7.75	-0.42	0.00	0.00	-15.84	53.18

Segment Leq : 53.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.44	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-19.30	-1.45	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.02 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-20.50	-1.43	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Total Leq All Segments: 60.86 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.87	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.23

Segment Leq : 55.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.89	0.00	-7.34	-0.18	0.00	0.00	-15.52	51.85

Segment Leq : 51.85 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-23.25	-1.31	0.00	0.00	0.00	42.35

Segment Leq : 42.35 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 47.37 + 0.00) = 47.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-18.03	-1.29	0.00	0.00	0.00	47.37

Segment Leq : 47.37 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.02 m

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-19.46	-1.27	0.00	0.00	0.00	39.91

Segment Leq : 39.91 dBA

Total Leq All Segments: 58.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.86
(NIGHT): 58.14

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.90	0.00	-18.66	-1.46	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.42	0.00	-10.69	-0.26	0.00	0.00	-16.76	52.71

Segment Leq : 52.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 48.87 + 0.00) = 48.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.19	0.00	-11.28	-0.26	0.00	0.00	-16.78	48.87

Segment Leq : 48.87 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 63.95 + 0.00) = 63.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-6.55	0.00	0.00	0.00	0.00	63.95

Segment Leq : 63.95 dBA

Total Leq All Segments: 64.78 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 43.88 + 0.00) = 43.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-17.33	-1.34	0.00	0.00	0.00	43.88

Segment Leq : 43.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-9.39	-0.01	0.00	0.00	-16.61	50.86

Segment Leq : 50.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-9.93	-0.01	0.00	0.00	-16.65	48.30

Segment Leq : 48.30 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 60.84 + 0.00) = 60.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-5.86	0.00	0.00	0.00	0.00	60.84

Segment Leq : 60.84 dBA

Total Leq All Segments: 61.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.78
(NIGHT): 61.78

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.90	0.00	-18.66	-1.46	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.42	0.00	-9.26	-0.26	0.00	0.00	-16.69	54.20

Segment Leq : 54.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.76	!	2.76

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.19	0.00	-10.01	-0.26	0.00	0.00	-16.73	50.19

Segment Leq : 50.19 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.66 m

ROAD (0.00 + 66.15 + 0.00) = 66.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-4.35	0.00	0.00	0.00	0.00	66.15

Segment Leq : 66.15 dBA

Total Leq All Segments: 66.77 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 43.88 + 0.00) = 43.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-17.33	-1.34	0.00	0.00	0.00	43.88

Segment Leq : 43.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 52.63 + 0.00) = 52.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-7.78	-0.01	0.00	0.00	-16.45	52.63

Segment Leq : 52.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.97	2.97

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.58	-0.01	0.00	0.00	-16.54	49.76

Segment Leq : 49.76 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.66 m

ROAD (0.00 + 64.18 + 0.00) = 64.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-2.52	0.00	0.00	0.00	0.00	64.18

Segment Leq : 64.18 dBA

Total Leq All Segments: 64.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.77
(NIGHT): 64.77

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB Offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB Onramp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
    
```

Data for Segment # 6: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! 1.46 ! 1.46
    
```

ROAD (0.00 + 42.54 + 0.00) = 42.54 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 61.10 0.00 -12.22 -1.33 0.00 0.00 -5.01 42.54
-----
    
```

Segment Leq : 42.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.54	0.00	-15.70	-1.34	0.00	0.00	-5.01	44.50

Segment Leq : 44.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-8.55	0.00	0.00	0.00	-17.92	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-9.23	0.00	0.00	0.00	-17.99	51.28

Segment Leq : 51.28 dBA

Results segment # 5: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.13	!	1.13

ROAD (0.00 + 38.41 + 0.00) = 38.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-8.05	0.00	0.00	0.00	-18.65	38.41

Segment Leq : 38.41 dBA

Results segment # 6: 401SB Onramp (day)

 Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.82	1.82

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-9.47	0.00	0.00	0.00	-18.58	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.88 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.37	4.37

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	53.24	0.00	-11.31	-1.17	0.00	0.00	-0.07	40.69*
-90	90	0.59	53.24	0.00	-12.00	-1.33	0.00	0.00	0.00	39.91

* Bright Zone !

Segment Leq : 39.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	4.42	4.42

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.17	0.00	-14.67	-1.18	0.00	0.00	-0.07	43.26*
-90	90	0.59	59.17	0.00	-15.56	-1.34	0.00	0.00	0.00	42.27

* Bright Zone !

Segment Leq : 42.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.97	2.97

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.43	0.00	0.00	0.00	-17.82	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	4.50	!	2.68	!	2.68

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-9.12	0.00	0.00	0.00	-17.91	47.56

Segment Leq : 47.56 dBA

Results segment # 5: 401NB Offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.20	!	1.20

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-7.91	0.00	0.00	0.00	-18.59	33.57

Segment Leq : 33.57 dBA

Results segment # 6: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.86 ! 1.86

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-9.34	0.00	0.00	0.00	-18.54	38.81

Segment Leq : 38.81 dBA

Total Leq All Segments: 53.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.88
(NIGHT): 53.38

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4589/444 veh/TimePeriod *
Medium truck volume : 18/2 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 91.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5040/375 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton (day/night)

```

-----
Car traffic volume : 3347/281 veh/TimePeriod
Medium truck volume : 28/2 veh/TimePeriod
Heavy truck volume : 14/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 5: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! -0.61 ! 1.39
  
```

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 59.51 0.00 -6.53 0.00 0.00 0.00 -10.56 42.42
-----
  
```

Segment Leq : 42.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.57	1.43

ROAD (0.00 + 40.03 + 0.00) = 40.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.49	0.00	-9.19	0.00	0.00	0.00	-10.27	40.03

Segment Leq : 40.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.93	2.93

ROAD (0.00 + 55.50 + 0.00) = 55.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-7.61	0.00	0.00	0.00	-17.87	55.50

Segment Leq : 55.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-8.43	0.00	0.00	0.00	-17.96	52.11

Segment Leq : 52.11 dBA

Results segment # 5: Lambton (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.80	!	1.50	!	-0.60	!	1.40

ROAD (0.00 + 40.04 + 0.00) = 40.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	-6.09	0.00	0.00	0.00	-10.59	40.04

Segment Leq : 40.04 dBA

Total Leq All Segments: 57.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.85	3.85

ROAD (0.00 + 45.74 + 0.00) = 45.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.46	0.00	-6.72	0.00	0.00	0.00	-5.00	40.74*
-90	90	0.00	52.46	0.00	-6.72	0.00	0.00	0.00	0.00	45.74

* Bright Zone !

Segment Leq : 45.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 41.74 + 0.00) = 41.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.04	0.00	-9.29	0.00	0.00	0.00	-4.86	36.88*
-90	90	0.00	51.04	0.00	-9.29	0.00	0.00	0.00	0.00	41.74

* Bright Zone !

Segment Leq : 41.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	3.09	!	3.09

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-7.76	0.00	0.00	0.00	-17.77	51.66

Segment Leq : 51.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	4.50	!	2.77	!	2.77

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-8.55	0.00	0.00	0.00	-17.88	48.16

Segment Leq : 48.16 dBA

Results segment # 5: Lambton (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	1.80	!	3.80

ROAD (0.00 + 37.48 + 0.00) = 37.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	48.79	0.00	-6.30	0.00	0.00	0.00	-5.00	37.48

Segment Leq : 37.48 dBA

Total Leq All Segments: 54.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.44
(NIGHT): 54.31

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10887/873 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.58

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5151/333 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-15.08	-1.46	0.00	0.00	0.00	46.92

Segment Leq : 46.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.53 m

ROAD (0.00 + 39.19 + 0.00) = 39.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-19.01	-1.46	0.00	0.00	0.00	39.19

Segment Leq : 39.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.67	2.67

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.88	0.00	-10.53	-0.10	0.00	0.00	-17.29	52.96

Segment Leq : 52.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.46	2.46

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.10	0.00	-11.08	-0.12	0.00	0.00	-17.38	49.52

Segment Leq : 49.52 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.55 + 0.00) = 38.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.52	-1.46	0.00	0.00	0.00	38.55

Segment Leq : 38.55 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.22 m

ROAD (0.00 + 46.51 + 0.00) = 46.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-15.88	-1.46	0.00	0.00	0.00	46.51

Segment Leq : 46.51 dBA

Total Leq All Segments: 55.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 39.10 + 0.00) = 39.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.46	0.00	-14.90	-1.46	0.00	0.00	0.00	39.10

Segment Leq : 39.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.33 + 0.00) = 30.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.69	0.00	-18.90	-1.46	0.00	0.00	0.00	30.33

Segment Leq : 30.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.68	2.68

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.13	0.00	-10.45	-0.10	0.00	0.00	-17.29	49.30

Segment Leq : 49.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.46	2.46

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	73.66	0.00	-11.01	-0.12	0.00	0.00	-17.38	45.16

Segment Leq : 45.16 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.26 + 0.00) = 33.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.13	0.00	-18.41	-1.46	0.00	0.00	0.00	33.26

Segment Leq : 33.26 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.23 m

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-15.72	-1.46	0.00	0.00	0.00	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 51.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.98
(NIGHT): 51.67

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 10887/873 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.58

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5151/333 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 18642/1249 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19891
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-21.41	-1.46	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.53 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-22.90	-1.46	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 48.82 + 0.00) = 48.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.16	-0.57	0.00	0.00	-15.32	48.82

Segment Leq : 48.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	1.50 !	2.27 !	2.27

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.51	-0.59	0.00	0.00	-15.46	45.54

Segment Leq : 45.54 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.77	0.00	-4.96	0.00	0.00	0.00	0.00	57.81

Segment Leq : 57.81 dBA

Total Leq All Segments: 58.64 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.46	0.00	-20.47	-1.34	0.00	0.00	0.00	33.64

Segment Leq : 33.64 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.36 + 0.00) = 27.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.69	0.00	-21.98	-1.35	0.00	0.00	0.00	27.36

Segment Leq : 27.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.51	2.51

ROAD (0.00 + 46.69 + 0.00) = 46.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-14.87	-0.35	0.00	0.00	-15.22	46.69

Segment Leq : 46.69 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	4.50 !	2.32 !	2.32

ROAD (0.00 + 42.58 + 0.00) = 42.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.22	-0.36	0.00	0.00	-15.50	42.58

Segment Leq : 42.58 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.04	0.00	-2.22	0.00	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Total Leq All Segments: 53.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.64
(NIGHT): 53.42

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11514/877 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12504
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10252/938 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 18642/1249 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19891
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.80	0.00	-22.01	-1.46	0.00	0.00	0.00	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 38.65 + 0.00) = 38.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-23.35	-1.46	0.00	0.00	0.00	38.65

Segment Leq : 38.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.45	2.45

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.51	-0.57	0.00	0.00	-15.33	48.47

Segment Leq : 48.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.26	2.26

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.85	-0.59	0.00	0.00	-15.46	45.20

Segment Leq : 45.20 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.77	0.00	-6.70	-1.46	0.00	0.00	0.00	54.61

Segment Leq : 54.61 dBA

Total Leq All Segments: 56.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.34	0.00	0.00	0.00	33.17

Segment Leq : 33.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.01	0.00	-22.45	-1.34	0.00	0.00	0.00	32.22

Segment Leq : 32.22 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.50	2.50

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-15.33	-0.35	0.00	0.00	-15.24	46.21

Segment Leq : 46.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	4.50 !	2.30 !	2.30

ROAD (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.65	-0.36	0.00	0.00	-15.40	42.26

Segment Leq : 42.26 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.04	0.00	-4.08	-1.35	0.00	0.00	0.00	48.60

Segment Leq : 48.60 dBA

Total Leq All Segments: 51.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.13
(NIGHT): 51.30

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11514/877 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12504
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10252/938 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 13043/1058 veh/TimePeriod *
Medium truck volume : 118/10 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14292
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 92.50
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.80	0.00	-22.19	-1.46	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 38.65 + 0.00) = 38.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-23.35	-1.46	0.00	0.00	0.00	38.65

Segment Leq : 38.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.45	2.45

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.53	-0.57	0.00	0.00	-15.33	48.45

Segment Leq : 48.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.26	2.26

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.89	-0.59	0.00	0.00	-15.47	45.16

Segment Leq : 45.16 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.82 m

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-14.87	-1.46	0.00	0.00	0.00	48.40

Segment Leq : 48.40 dBA

Total Leq All Segments: 52.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 32.99 + 0.00) = 32.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.34	-1.34	0.00	0.00	0.00	32.99

Segment Leq : 32.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.01	0.00	-22.45	-1.34	0.00	0.00	0.00	32.22

Segment Leq : 32.22 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.50	2.50

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-15.35	-0.35	0.00	0.00	-15.24	46.19

Segment Leq : 46.19 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.16	!	4.50	!	2.30	!	2.30

ROAD (0.00 + 42.21 + 0.00) = 42.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.69	-0.36	0.00	0.00	-15.40	42.21

Segment Leq : 42.21 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-14.48	-1.34	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 48.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.78
(NIGHT): 48.73

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15263/1175 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16536
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6775/422 veh/TimePeriod *
Medium truck volume : 20/1 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-16.28	-1.46	0.00	0.00	0.00	47.00

Segment Leq : 47.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.06	0.00	-19.54	-1.46	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.96	-0.57	0.00	0.00	-15.16	50.88

Segment Leq : 50.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.55	-0.58	0.00	0.00	-15.38	47.89

Segment Leq : 47.89 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.15 + 0.00) = 38.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.92	-1.46	0.00	0.00	0.00	38.15

Segment Leq : 38.15 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.22 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-17.15	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Total Leq All Segments: 54.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-15.79	-1.35	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.15	0.00	-18.85	-1.34	0.00	0.00	0.00	31.95

Segment Leq : 31.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.08	-0.34	0.00	0.00	-14.98	48.40

Segment Leq : 48.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.51	2.51

ROAD (0.00 + 44.84 + 0.00) = 44.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.62	-0.35	0.00	0.00	-15.23	44.84

Segment Leq : 44.84 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.13	0.00	-18.28	-1.35	0.00	0.00	0.00	33.50

Segment Leq : 33.50 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.23 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.63	0.00	-16.43	-1.32	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 51.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.54
(NIGHT): 51.06

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15263/1175 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16536
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6775/422 veh/TimePeriod *
Medium truck volume : 20/1 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-16.38	-1.46	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.06	0.00	-18.83	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.84	-0.57	0.00	0.00	-15.15	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 48.03 + 0.00) = 48.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.41	-0.58	0.00	0.00	-15.38	48.03

Segment Leq : 48.03 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.51 + 0.00) = 38.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.56	-1.46	0.00	0.00	0.00	38.51

Segment Leq : 38.51 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.22 m

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-17.28	-1.46	0.00	0.00	0.00	45.12

Segment Leq : 45.12 dBA

Total Leq All Segments: 54.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.33 + 0.00) = 39.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-15.89	-1.35	0.00	0.00	0.00	39.33

Segment Leq : 39.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.15	0.00	-18.19	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-11.97	-0.34	0.00	0.00	-14.97	48.52

Segment Leq : 48.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.52	2.52

ROAD (0.00 + 44.97 + 0.00) = 44.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.50	-0.35	0.00	0.00	-15.22	44.97

Segment Leq : 44.97 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.13	0.00	-17.94	-1.35	0.00	0.00	0.00	33.84

Segment Leq : 33.84 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.23 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.63	0.00	-16.55	-1.32	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Total Leq All Segments: 51.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.62
(NIGHT): 51.15

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5815/620 veh/TimePeriod *
Medium truck volume : 7448/794 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 56.00
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

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-----
Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23
  
```

Data for Segment # 7: Cousineau Dr (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 44.39 + 0.00) = 44.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-18.87	-1.46	0.00	0.00	0.00	44.39

Segment Leq : 44.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.65	0.00	-21.39	-1.46	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-14.57	-0.57	0.00	0.00	-15.22	49.20

Segment Leq : 49.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	1.50	!	2.38	!	2.38

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-15.03	-0.58	0.00	0.00	-15.43	46.36

Segment Leq : 46.36 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-21.20	-1.46	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.26	0.00	-19.12	-1.46	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.83	0.00	-5.68	-1.46	0.00	0.00	0.00	54.69

Segment Leq : 54.69 dBA

Total Leq All Segments: 57.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-17.79	-1.32	0.00	0.00	0.00	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.94	0.00	-20.41	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 46.97 + 0.00) = 46.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-13.41	-0.34	0.00	0.00	-15.08	46.97

Segment Leq : 46.97 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.45	2.45

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-13.82	-0.35	0.00	0.00	-15.31	43.56

Segment Leq : 43.56 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

ROAD (0.00 + 34.39 + 0.00) = 34.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.03	0.00	-20.29	-1.35	0.00	0.00	0.00	34.39

Segment Leq : 34.39 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 36.37 + 0.00) = 36.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.99	0.00	-18.28	-1.35	0.00	0.00	0.00	36.37

Segment Leq : 36.37 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-2.34	-1.35	0.00	0.00	0.00	49.76

Segment Leq : 49.76 dBA

Total Leq All Segments: 53.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.46
(NIGHT): 53.13

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23
    
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-17.27	-1.46	0.00	0.00	0.00	46.00

Segment Leq : 46.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-20.15	-1.46	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.57 !	2.57

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-13.53	-0.57	0.00	0.00	-15.18	50.28

Segment Leq : 50.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.25 !	1.50 !	2.41 !	2.41

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-14.04	-0.58	0.00	0.00	-15.40	47.38

Segment Leq : 47.38 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-19.95	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.26	0.00	-17.58	-1.46	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.83	0.00	-5.68	-1.46	0.00	0.00	0.00	54.69

Segment Leq : 54.69 dBA

Total Leq All Segments: 57.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 38.77 + 0.00) = 38.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-16.26	-1.32	0.00	0.00	0.00	38.77

Segment Leq : 38.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 37.11 + 0.00) = 37.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-19.17	-1.34	0.00	0.00	0.00	37.11

Segment Leq : 37.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 48.06 + 0.00) = 48.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.40	-0.34	0.00	0.00	-15.01	48.06

Segment Leq : 48.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.50	2.50

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.89	-0.35	0.00	0.00	-15.25	44.55

Segment Leq : 44.55 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

ROAD (0.00 + 35.64 + 0.00) = 35.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.03	0.00	-19.04	-1.35	0.00	0.00	0.00	35.64

Segment Leq : 35.64 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.99	0.00	-16.65	-1.35	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-2.34	-1.35	0.00	0.00	0.00	49.76

Segment Leq : 49.76 dBA

Total Leq All Segments: 53.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.27
(NIGHT): 53.22

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-6.27	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-9.65	0.00	0.00	0.00	0.00	52.41

Segment Leq : 52.41 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 56.92 + 0.00) = 56.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.56	0.00	-7.71	0.00	0.00	0.00	-14.93	56.92

Segment Leq : 56.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.57	2.57

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.40	0.00	-8.51	0.00	0.00	0.00	-15.21	53.68

Segment Leq : 53.68 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.83	0.00	-4.37	0.00	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.67	0.67

ROAD (0.00 + 37.43 + 0.00) = 37.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-8.91	0.00	0.00	0.00	-14.03	37.43

Segment Leq : 37.43 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.72	0.72

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-7.15	0.00	0.00	0.00	-13.90	38.22

Segment Leq : 38.22 dBA

Total Leq All Segments: 63.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 50.63 + 0.00) = 50.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-6.47	0.00	0.00	0.00	0.00	50.63

Segment Leq : 50.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-9.75	0.00	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 53.37 + 0.00) = 53.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.81	0.00	-7.85	0.00	0.00	0.00	-14.58	53.37

Segment Leq : 53.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	2.72	!	2.72

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.04	0.00	-8.63	0.00	0.00	0.00	-14.93	49.48

Segment Leq : 49.48 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-3.68	0.00	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.65	!	0.65

ROAD (0.00 + 33.02 + 0.00) = 33.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-9.02	0.00	0.00	0.00	-13.99	33.02

Segment Leq : 33.02 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.81 ! 0.81

ROAD (0.00 + 35.12 + 0.00) = 35.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-7.31	0.00	0.00	0.00	-13.55	35.12

Segment Leq : 35.12 dBA

Total Leq All Segments: 57.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.20
(NIGHT): 57.38

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-1.56	0.00	0.00	0.00	0.00	62.64

Segment Leq : 62.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-7.30	0.00	0.00	0.00	0.00	54.77

Segment Leq : 54.77 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.56	0.00	-4.72	0.00	0.00	0.00	-14.44	60.39

Segment Leq : 60.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.80	2.80

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.40	0.00	-6.20	0.00	0.00	0.00	-14.93	56.27

Segment Leq : 56.27 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.83	0.00	-4.37	0.00	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.71	0.71

ROAD (0.00 + 39.85 + 0.00) = 39.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-6.61	0.00	0.00	0.00	-13.91	39.85

Segment Leq : 39.85 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.82	0.82

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-3.78	0.00	0.00	0.00	-13.59	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 66.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-2.13	0.00	0.00	0.00	0.00	54.96

Segment Leq : 54.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-7.46	0.00	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.81	0.00	-5.01	0.00	0.00	0.00	-13.74	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	3.03	3.03

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.04	0.00	-6.40	0.00	0.00	0.00	-14.45	52.20

Segment Leq : 52.20 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-3.68	0.00	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.55	4.50	0.72	0.72

ROAD (0.00 + 35.48 + 0.00) = 35.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-6.80	0.00	0.00	0.00	-13.75	35.48

Segment Leq : 35.48 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 38.91 + 0.00) = 38.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-4.13	0.00	0.00	0.00	-12.95	38.91

Segment Leq : 38.91 dBA

Total Leq All Segments: 60.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.27
(NIGHT): 60.56

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-11.26	-1.46	0.00	0.00	0.00	51.49

Segment Leq : 51.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.07 + 0.00) = 45.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-15.54	-1.46	0.00	0.00	0.00	45.07

Segment Leq : 45.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.67	2.67

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-10.01	-0.71	0.00	0.00	-13.47	56.22

Segment Leq : 56.22 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.48	2.48

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-11.04	-0.72	0.00	0.00	-13.78	53.54

Segment Leq : 53.54 dBA

Total Leq All Segments: 59.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-10.96	-1.31	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-15.03	-1.34	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.83	2.83

ROAD (0.00 + 53.83 + 0.00) = 53.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.88	0.00	-9.47	-0.50	0.00	0.00	-13.09	53.83

Segment Leq : 53.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.62 ! 2.62

ROAD (0.00 + 50.98 + 0.00) = 50.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.36	0.00	-10.40	-0.51	0.00	0.00	-13.47	50.98

Segment Leq : 50.98 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.13
(NIGHT): 56.05

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-4.10	-1.46	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-12.38	-1.46	0.00	0.00	0.00	48.23

Segment Leq : 48.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.96	2.96

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-6.38	-0.71	0.00	0.00	-13.03	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.66	2.66

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-8.18	-0.72	0.00	0.00	-13.53	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 63.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-4.63	-1.31	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 40.40 + 0.00) = 40.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-12.09	-1.34	0.00	0.00	0.00	40.40

Segment Leq : 40.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.25	3.25

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.88	0.00	-6.24	-0.50	0.00	0.00	-12.28	57.86

Segment Leq : 57.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.88 ! 2.88

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 75.36 0.00 -7.84 -0.51 0.00 0.00 -13.00 54.01
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 54.01 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.67
(NIGHT): 60.02

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-9.81	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-19.60	-1.46	0.00	0.00	0.00	41.01

Segment Leq : 41.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.59	2.59

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-11.76	-0.71	0.00	0.00	-13.59	54.35

Segment Leq : 54.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.42	2.42

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-12.54	-0.72	0.00	0.00	-13.87	51.95

Segment Leq : 51.95 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.81	0.00	-9.23	-1.46	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 45.47 + 0.00) = 45.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-10.17	-1.46	0.00	0.00	0.00	45.47

Segment Leq : 45.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.67 + 0.00) = 32.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.82	0.00	-19.70	-1.46	0.00	0.00	0.00	32.67

Segment Leq : 32.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.58	2.58

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	76.88	0.00	-11.89	-0.71	0.00	0.00	-13.59	50.69

Segment Leq : 50.69 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	75.36	0.00	-12.65	-0.72	0.00	0.00	-13.88	48.11

Segment Leq : 48.11 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Total Leq All Segments: 54.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.62
(NIGHT): 54.64

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-9.43	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-19.38	-1.46	0.00	0.00	0.00	41.23

Segment Leq : 41.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.59	2.59

ROAD (0.00 + 54.54 + 0.00) = 54.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-11.58	-0.71	0.00	0.00	-13.58	54.54

Segment Leq : 54.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.42	2.42

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-12.38	-0.72	0.00	0.00	-13.86	52.12

Segment Leq : 52.12 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.81	0.00	-9.23	-1.46	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Total Leq All Segments: 60.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-9.81	-1.46	0.00	0.00	0.00	45.83

Segment Leq : 45.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.89 + 0.00) = 32.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.82	0.00	-19.47	-1.46	0.00	0.00	0.00	32.89

Segment Leq : 32.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.59	2.59

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	76.88	0.00	-11.71	-0.71	0.00	0.00	-13.58	50.87

Segment Leq : 50.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	75.36	0.00	-12.50	-0.72	0.00	0.00	-13.87	48.27

Segment Leq : 48.27 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Total Leq All Segments: 54.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.76
(NIGHT): 54.79

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.44	0.00	-6.60	0.00	0.00	0.00	0.00	57.84

Segment Leq : 57.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.12	0.00	-12.45	0.00	0.00	0.00	0.00	52.67

Segment Leq : 52.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.23 + 0.00) = 63.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.26	0.00	0.00	0.00	-8.91	63.23

Segment Leq : 63.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-8.98	0.00	0.00	0.00	-8.85	60.20

Segment Leq : 60.20 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-9.63	0.00	0.00	0.00	-15.49	37.86

Segment Leq : 37.86 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.93 m

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.81	0.00	-9.07	0.00	0.00	0.00	0.00	58.75

Segment Leq : 58.75 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 51.56 + 0.00) = 51.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.83	0.00	-5.27	0.00	0.00	0.00	0.00	51.56

Segment Leq : 51.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.46	0.00	-12.16	0.00	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-7.40	0.00	0.00	0.00	-8.12	61.36

Segment Leq : 61.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-8.26	0.00	0.00	0.00	-8.22	58.93

Segment Leq : 58.93 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.01	!	1.01

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.02	0.00	0.00	0.00	-15.30	33.03

Segment Leq : 33.03 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 50.65 + 0.00) = 50.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.65	0.00	-8.99	0.00	0.00	0.00	0.00	50.65

Segment Leq : 50.65 dBA

Total Leq All Segments: 63.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 63.87

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-14.92	-1.42	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 65.22 + 0.00) = 65.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.57	0.00	-13.94	-1.41	0.00	0.00	0.00	65.22

Segment Leq : 65.22 dBA

Total Leq All Segments: 67.18 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.26	0.00	-14.26	-1.26	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.78	0.00	-13.36	-1.25	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Total Leq All Segments: 64.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.18
(NIGHT): 64.13

**APPENDIX B.3.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```

-----
Car traffic volume : 4926/525 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.37
  
```

Data for Segment # 6: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.49	0.00	-7.68	-1.24	0.00	0.00	-13.92	46.65

Segment Leq : 46.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-9.05	0.00	0.00	0.00	-16.02	56.73

Segment Leq : 56.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-8.26	0.00	0.00	0.00	-15.97	54.16

Segment Leq : 54.16 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-11.16	0.00	0.00	0.00	-13.52	46.36

Segment Leq : 46.36 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.99	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 59.16 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.37 + 0.00) = 38.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	-4.96	33.41*
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	0.00	38.37

* Bright Zone !

Segment Leq : 38.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.09	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.19

Segment Leq : 50.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-8.79	0.00	0.00	0.00	-15.81	54.25

Segment Leq : 54.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.98 !	2.98

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.04	0.00	0.00	0.00	-15.72	53.01

Segment Leq : 53.01 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	4.50 !	2.45 !	4.45

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-11.00	0.00	0.00	0.00	-5.00	51.14*
-90	90	0.00	67.14	0.00	-11.00	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.59	!	3.59

ROAD (0.00 + 32.92 + 0.00) = 32.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.27	0.00	-10.49	-1.09	0.00	0.00	-5.78	32.92

Segment Leq : 32.92 dBA

Total Leq All Segments: 59.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.16
(NIGHT): 59.96

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 4926/525 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.37
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.56 ! 1.44
```

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 69.49 0.00 -7.68 -1.24 0.00 0.00 -13.92 46.65
-----
```

Segment Leq : 46.65 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-9.05	0.00	0.00	0.00	-16.02	56.73

Segment Leq : 56.73 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-8.26	0.00	0.00	0.00	-15.97	54.16

Segment Leq : 54.16 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	-0.50 !	1.50

ROAD (0.00 + 46.97 + 0.00) = 46.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-10.54	0.00	0.00	0.00	-13.53	46.97

Segment Leq : 46.97 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.99	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 59.19 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.42	!	4.42

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.09	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.19

Segment Leq : 50.19 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.89	!	2.89

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-8.79	0.00	0.00	0.00	-15.81	54.25

Segment Leq : 54.25 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.98 !	2.98

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.04	0.00	0.00	0.00	-15.72	53.01

Segment Leq : 53.01 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	4.50 !	2.52 !	4.52

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-10.41	0.00	0.00	0.00	99.00	155.73
-90	90	0.00	67.14	0.00	-10.41	0.00	0.00	0.00	0.00	56.73

* Bright Zone !

Segment Leq : 56.73 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.27	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.24

Segment Leq : 33.24 dBA

Total Leq All Segments: 60.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.19
(NIGHT): 60.19

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.44 0.00 -9.53 0.00 0.00 0.00 -13.02 38.90
-----
  
```

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.09	0.00	-1.40	-1.24	0.00	0.00	-14.40	50.06

Segment Leq : 50.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.90 !	2.90

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-7.19	0.00	0.00	0.00	-15.88	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-6.06	0.00	0.00	0.00	-15.76	56.58

Segment Leq : 56.58 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.18	!	1.18

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-2.98	0.00	0.00	0.00	-14.91	47.85

Segment Leq : 47.85 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-8.88	0.00	0.00	0.00	-13.90	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	4.50	2.29	4.29

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-9.62	0.00	0.00	0.00	-5.04	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	1.12 !	3.12

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.69	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.91

Segment Leq : 47.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.08 !	3.08

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-7.35	0.00	0.00	0.00	-15.61	55.89

Segment Leq : 55.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-6.27	0.00	0.00	0.00	-15.50	55.01

Segment Leq : 55.01 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.32	!	1.32

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-3.40	0.00	0.00	0.00	-14.33	42.90

Segment Leq : 42.90 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.66 ! 4.50 ! 1.77 ! 1.77

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-8.99	0.00	0.00	0.00	-13.72	44.43

Segment Leq : 44.43 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 59.15

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 39.16 + 0.00) = 39.16 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.44 0.00 -9.26 0.00 0.00 0.00 -13.03 39.16
-----
  
```

Segment Leq : 39.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.09	0.00	-1.40	-1.24	0.00	0.00	-14.40	50.06

Segment Leq : 50.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 59.18 + 0.00) = 59.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-6.78	0.00	0.00	0.00	-15.84	59.18

Segment Leq : 59.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 57.19 + 0.00) = 57.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-5.52	0.00	0.00	0.00	-15.68	57.19

Segment Leq : 57.19 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.18	!	1.18

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-2.98	0.00	0.00	0.00	-14.91	47.85

Segment Leq : 47.85 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-8.23	0.00	0.00	0.00	-13.87	48.93

Segment Leq : 48.93 dBA

Total Leq All Segments: 62.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	4.50	!	2.28	!	4.28

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-9.36	0.00	0.00	0.00	-5.05	39.46

Segment Leq : 39.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	1.12 !	3.12

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.69	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.91

Segment Leq : 47.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.15 !	3.15

ROAD (0.00 + 56.36 + 0.00) = 56.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-6.96	0.00	0.00	0.00	-15.54	56.36

Segment Leq : 56.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 55.67 + 0.00) = 55.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-5.76	0.00	0.00	0.00	-15.34	55.67

Segment Leq : 55.67 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.32	!	1.32

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-3.40	0.00	0.00	0.00	-14.33	42.90

Segment Leq : 42.90 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 67.14 0.00 -8.36 0.00 0.00 0.00 -13.66 45.11
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.04
(NIGHT): 59.66

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5132/491 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5340/406 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5754
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.58 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 46.83 + 0.00) = 46.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.75 0.00 -7.90 0.00 0.00 0.00 -5.02 46.83
-----
  
```

Segment Leq : 46.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.27	!	1.27

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-3.74	0.00	0.00	0.00	-5.16	50.79

Segment Leq : 50.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-6.84	0.00	0.00	0.00	-17.81	57.57

Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.10	!	1.50	!	3.25	!	3.25

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-5.60	0.00	0.00	0.00	-17.75	56.22

Segment Leq : 56.22 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.67	!	4.50	!	4.06	!	4.06

ROAD (0.00 + 44.69 + 0.00) = 44.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.73	0.00	-8.04	0.00	0.00	0.00	-0.26	44.43*
-90	90	0.00	52.73	0.00	-8.04	0.00	0.00	0.00	0.00	44.69

* Bright Zone !

Segment Leq : 44.69 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 47.29 + 0.00) = 47.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.38	0.00	-4.09	0.00	0.00	0.00	-0.59	46.70*
-90	90	0.00	51.38	0.00	-4.09	0.00	0.00	0.00	0.00	47.29

* Bright Zone !

Segment Leq : 47.29 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	3.33	3.33

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-7.02	0.00	0.00	0.00	-17.68	53.95

 Segment Leq : 53.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.10 ! 4.50 ! 3.47 ! 3.47

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-5.84	0.00	0.00	0.00	-17.58	52.52

Segment Leq : 52.52 dBA

Total Leq All Segments: 57.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.08

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15585/1286 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```
-----
Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98
```

Data for Segment # 5: N.Service Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.66 ! 2.66
```

ROAD (0.00 + 57.73 + 0.00) = 57.73 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 82.24 0.00 -9.43 0.00 0.00 0.00 -15.08 57.73
-----
```

Segment Leq : 57.73 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.53	!	2.53

ROAD (0.00 + 54.98 + 0.00) = 54.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.83	0.00	0.00	0.00	-15.26	54.98

Segment Leq : 54.98 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.99	0.00	-3.97	-1.46	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.73	0.00	-10.04	0.00	0.00	0.00	0.00	53.68

Segment Leq : 53.68 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-7.99	0.00	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.53	0.00	0.00	0.00	-14.85	54.21

Segment Leq : 54.21 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.67	2.67

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-8.94	0.00	0.00	0.00	-15.00	51.22

Segment Leq : 51.22 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.16	0.00	-4.58	-1.35	0.00	0.00	0.00	48.23

Segment Leq : 48.23 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.08	0.00	-10.13	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.94	0.00	-8.13	0.00	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.17

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```
-----
Car traffic volume : 15585/1286 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 16871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.38
```

Data for Segment # 5: Cabana (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.27	0.00	-9.23	0.00	0.00	0.00	0.00	55.04

Segment Leq : 55.04 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.78	0.00	-6.53	0.00	0.00	0.00	0.00	57.25

Segment Leq : 57.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 58.77 + 0.00) = 58.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.24	0.00	-8.47	0.00	0.00	0.00	-15.00	58.77

Segment Leq : 58.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.63	2.63

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.66	0.00	0.00	0.00	-15.15	56.26

Segment Leq : 56.26 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.19 + 0.00) = 58.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.99	0.00	-3.80	0.00	0.00	0.00	0.00	58.19

Segment Leq : 58.19 dBA

Total Leq All Segments: 64.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 47.45 + 0.00) = 47.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.09	0.00	-8.63	0.00	0.00	0.00	0.00	47.45

Segment Leq : 47.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.47	0.00	-5.36	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-7.76	0.00	0.00	0.00	-14.56	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-6.78	0.00	0.00	0.00	-14.58	53.81

Segment Leq : 53.81 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.16	0.00	-1.86	0.00	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 60.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.29
(NIGHT): 60.08

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 64.00 / 67.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.08	0.00	-8.51	0.00	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 56.54 + 0.00) = 56.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.64	0.00	-5.10	0.00	0.00	0.00	0.00	56.54

Segment Leq : 56.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.79	2.79

ROAD (0.00 + 59.71 + 0.00) = 59.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.24	0.00	-7.61	0.00	0.00	0.00	-14.92	59.71

Segment Leq : 59.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.73	2.73

ROAD (0.00 + 57.38 + 0.00) = 57.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-6.66	0.00	0.00	0.00	-15.03	57.38

Segment Leq : 57.38 dBA

Total Leq All Segments: 63.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.99	0.00	-8.63	0.00	0.00	0.00	0.00	48.36

Segment Leq : 48.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.23 + 0.00) = 47.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.59	0.00	-5.36	0.00	0.00	0.00	0.00	47.23

Segment Leq : 47.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-7.76	0.00	0.00	0.00	-14.56	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-6.84	0.00	0.00	0.00	-14.59	53.73

Segment Leq : 53.73 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.78
(NIGHT): 58.93

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 45.65 + 0.00) = 45.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-18.36	-1.46	0.00	0.00	0.00	45.65

Segment Leq : 45.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-14.59	-1.46	0.00	0.00	0.00	48.44

Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.65	-0.57	0.00	0.00	-15.14	52.83

Segment Leq : 52.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-12.06	-0.57	0.00	0.00	-15.21	50.76

Segment Leq : 50.76 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.72	0.72

ROAD (0.00 + 31.37 + 0.00) = 31.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.78	0.00	-14.30	-1.18	0.00	0.00	-13.92	31.37

Segment Leq : 31.37 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.70	0.70

ROAD (0.00 + 28.48 + 0.00) = 28.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.69	0.00	-16.05	-1.18	0.00	0.00	-13.97	28.48

Segment Leq : 28.48 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.48	0.00	-17.33	-1.46	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 56.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-17.56	-1.32	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 42.16 + 0.00) = 42.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-14.24	-1.34	0.00	0.00	0.00	42.16

Segment Leq : 42.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-11.80	-0.34	0.00	0.00	-14.96	50.40

Segment Leq : 50.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.66 !	2.66

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-11.27	-0.35	0.00	0.00	-15.01	48.34

Segment Leq : 48.34 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.74 !	0.74

ROAD (0.00 + 27.82 + 0.00) = 27.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.31	0.00	-13.68	-1.01	0.00	0.00	-13.80	27.82

Segment Leq : 27.82 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.73 !	0.73

ROAD (0.00 + 26.03 + 0.00) = 26.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.12	0.00	-15.23	-1.01	0.00	0.00	-13.85	26.03

Segment Leq : 26.03 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.96	0.00	-16.53	-1.35	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 53.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.35
(NIGHT): 53.12

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 44.22 + 0.00) = 44.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-19.79	-1.46	0.00	0.00	0.00	44.22

Segment Leq : 44.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-17.31	-1.46	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-13.86	-0.57	0.00	0.00	-15.19	51.57

Segment Leq : 51.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 49.32 + 0.00) = 49.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.44	-0.57	0.00	0.00	-15.27	49.32

Segment Leq : 49.32 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.70	0.70

ROAD (0.00 + 29.29 + 0.00) = 29.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.78	0.00	-16.34	-1.18	0.00	0.00	-13.96	29.29

Segment Leq : 29.29 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.69	0.69

ROAD (0.00 + 27.08 + 0.00) = 27.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.69	0.00	-17.43	-1.18	0.00	0.00	-13.99	27.08

Segment Leq : 27.08 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.48	0.00	-17.33	-1.46	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 54.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 37.12 + 0.00) = 37.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-18.92	-1.32	0.00	0.00	0.00	37.12

Segment Leq : 37.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-16.82	-1.34	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.93	-0.34	0.00	0.00	-15.05	49.18

Segment Leq : 49.18 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.55	-0.35	0.00	0.00	-15.12	46.95

Segment Leq : 46.95 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.72 !	0.72

ROAD (0.00 + 25.92 + 0.00) = 25.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.31	0.00	-15.50	-1.01	0.00	0.00	-13.88	25.92

Segment Leq : 25.92 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.66	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 24.72 + 0.00) = 24.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.12	0.00	-16.50	-1.01	0.00	0.00	-13.89	24.72

Segment Leq : 24.72 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.96	0.00	-16.53	-1.35	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 51.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.86
(NIGHT): 51.76

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-9.46	0.00	0.00	0.00	0.00	55.23

Segment Leq : 55.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 55.17 + 0.00) = 55.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.96	0.00	0.00	0.00	0.00	55.17

Segment Leq : 55.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.75	0.00	0.00	0.00	-13.48	59.65

Segment Leq : 59.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.58	!	2.58

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-7.99	0.00	0.00	0.00	-13.62	58.41

Segment Leq : 58.41 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.81	0.81

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-7.62	0.00	0.00	0.00	-17.24	35.91

Segment Leq : 35.91 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 33.38 + 0.00) = 33.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-9.02	0.00	0.00	0.00	-17.28	33.38

Segment Leq : 33.38 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.48	0.00	0.00	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Total Leq All Segments: 65.01 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.05	0.00	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.20	0.00	0.00	0.00	0.00	47.66

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-8.26	0.00	0.00	0.00	-13.07	56.98

Segment Leq : 56.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-7.40	0.00	0.00	0.00	-13.11	56.16

Segment Leq : 56.16 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.89 !	0.89

ROAD (0.00 + 32.24 + 0.00) = 32.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-6.98	0.00	0.00	0.00	-17.09	32.24

Segment Leq : 32.24 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.82 !	0.82

ROAD (0.00 + 30.42 + 0.00) = 30.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-8.52	0.00	0.00	0.00	-17.18	30.42

Segment Leq : 30.42 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.96	0.00	-0.79	0.00	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 60.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.01
(NIGHT): 60.71

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-10.73	0.00	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 53.27 + 0.00) = 53.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-8.86	0.00	0.00	0.00	0.00	53.27

Segment Leq : 53.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.58	!	2.58

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-10.18	0.00	0.00	0.00	-13.58	58.12

Segment Leq : 58.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-9.65	0.00	0.00	0.00	-13.76	56.62

Segment Leq : 56.62 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-9.37	0.00	0.00	0.00	-17.29	34.12

Segment Leq : 34.12 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.73	0.73

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-10.38	0.00	0.00	0.00	-17.31	32.00

Segment Leq : 32.00 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.48	0.00	0.00	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-10.43	0.00	0.00	0.00	0.00	47.24

Segment Leq : 47.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.47 + 0.00) = 45.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-8.39	0.00	0.00	0.00	0.00	45.47

Segment Leq : 45.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-9.84	0.00	0.00	0.00	-13.31	55.16

Segment Leq : 55.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.64	!	2.64

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-9.23	0.00	0.00	0.00	-13.44	54.00

Segment Leq : 54.00 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.80	!	0.80

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-8.95	0.00	0.00	0.00	-17.21	30.16

Segment Leq : 30.16 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.78 !	0.78

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-10.05	0.00	0.00	0.00	-17.25	28.83

Segment Leq : 28.83 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.96	0.00	-0.79	0.00	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 59.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 59.03

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 336.00 / 318.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 318.00 / 300.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 40.31 + 0.00) = 40.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-22.92	-1.46	0.00	0.00	0.00	40.31

Segment Leq : 40.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-21.68	-1.46	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.88	0.00	-15.65	-0.42	0.00	0.00	-16.18	49.63

Segment Leq : 49.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.40	2.40

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.03	0.00	-15.43	-0.43	0.00	0.00	-16.27	47.90

Segment Leq : 47.90 dBA

Total Leq All Segments: 52.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-21.39	-1.31	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-20.33	-1.34	0.00	0.00	0.00	32.19

Segment Leq : 32.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.57	2.57

ROAD (0.00 + 47.83 + 0.00) = 47.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.31	0.00	-14.18	-0.18	0.00	0.00	-16.12	47.83

Segment Leq : 47.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 2.46 ! 2.46

ROAD (0.00 + 46.31 + 0.00) = 46.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.67	0.00	-13.96	-0.19	0.00	0.00	-16.21	46.31

Segment Leq : 46.31 dBA

Total Leq All Segments: 50.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.36
(NIGHT): 50.34

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-23.72	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.19 + 0.00) = 38.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-22.49	-1.46	0.00	0.00	0.00	38.19

Segment Leq : 38.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.88	0.00	-16.19	-0.42	0.00	0.00	-16.19	49.08

Segment Leq : 49.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.39	2.39

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.03	0.00	-16.01	-0.43	0.00	0.00	-16.28	47.30

Segment Leq : 47.30 dBA

Total Leq All Segments: 51.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 34.20 + 0.00) = 34.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-22.16	-1.31	0.00	0.00	0.00	34.20

Segment Leq : 34.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 31.35 + 0.00) = 31.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-21.17	-1.34	0.00	0.00	0.00	31.35

Segment Leq : 31.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.55	2.55

ROAD (0.00 + 47.28 + 0.00) = 47.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.31	0.00	-14.72	-0.18	0.00	0.00	-16.13	47.28

Segment Leq : 47.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.28 ! 4.50 ! 2.44 ! 2.44

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.67	0.00	-14.53	-0.19	0.00	0.00	-16.22	45.72

Segment Leq : 45.72 dBA

Total Leq All Segments: 49.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.76
(NIGHT): 49.77

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22
    
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! -1.02 ! 1.48
    
```

ROAD (0.00 + 45.35 + 0.00) = 45.35 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.69 0.00 -9.40 0.00 0.00 0.00 -9.94 45.35
-----
    
```

Segment Leq : 45.35 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.20	0.00	0.00	0.00	-11.12	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.71 !	2.71

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.63	0.00	0.00	0.00	-15.02	58.23

Segment Leq : 58.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-7.85	0.00	0.00	0.00	-15.11	57.06

Segment Leq : 57.06 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 61.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.40	!	4.50	!	1.37	!	3.87

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.49	0.00	0.00	0.00	-5.79	42.39

Segment Leq : 42.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	0.51	!	3.01

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.40	0.00	0.00	0.00	-7.70	39.75

Segment Leq : 39.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 54.82 + 0.00) = 54.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-8.75	0.00	0.00	0.00	-14.74	54.82

Segment Leq : 54.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-7.99	0.00	0.00	0.00	-14.78	53.89

Segment Leq : 53.89 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.70 + 0.00) = 41.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-10.41	0.00	0.00	0.00	-5.66	41.70

Segment Leq : 41.70 dBA

Total Leq All Segments: 57.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.06
(NIGHT): 57.71

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71
  
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.72 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.46
-----
  
```

Segment Leq : 38.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.44	0.00	-7.75	-1.17	0.00	0.00	-8.25	48.28

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.31 + 0.00) = 62.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-10.61	0.00	0.00	0.00	-8.97	62.31

Segment Leq : 62.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-10.16	0.00	0.00	0.00	-8.94	59.95

Segment Leq : 59.95 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-9.41	0.00	0.00	0.00	-7.61	49.18

Segment Leq : 49.18 dBA

Results segment # 6: 401NB onramp (day)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.94	0.94

ROAD (0.00 + 37.70 + 0.00) = 37.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.99	0.00	0.00	0.00	-15.40	37.70

Segment Leq : 37.70 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 37.13 + 0.00) = 37.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.31	0.00	-16.67	-0.99	0.00	0.00	-2.36	37.28*
-90	90	0.59	57.31	0.00	-18.84	-1.33	0.00	0.00	0.00	37.13

* Bright Zone !

Segment Leq : 37.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.40	3.40

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.59	0.00	-7.64	-0.99	0.00	0.00	-4.81	43.14*
-90	90	0.59	56.59	0.00	-8.64	-1.33	0.00	0.00	0.00	46.61

* Bright Zone !

Segment Leq : 46.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-10.71	0.00	0.00	0.00	-8.66	58.94

Segment Leq : 58.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-10.24	0.00	0.00	0.00	-8.60	57.87

Segment Leq : 57.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	4.15	4.15

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-9.51	0.00	0.00	0.00	-2.75	45.51*
-90	90	0.00	57.77	0.00	-9.51	0.00	0.00	0.00	0.00	48.26

* Bright Zone !

Segment Leq : 48.26 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.27 + 0.00) = 32.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.53	0.00	-9.88	0.00	0.00	0.00	-15.38	32.27

Segment Leq : 32.27 dBA

Total Leq All Segments: 61.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 61.81

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! -1.02 ! 1.48
  
```

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.69 0.00 -9.65 0.00 0.00 0.00 -9.91 45.13
-----
  
```

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.20	0.00	0.00	0.00	-11.12	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-9.01	0.00	0.00	0.00	-15.05	57.82

Segment Leq : 57.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.61	2.61

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-8.30	0.00	0.00	0.00	-15.16	56.57

Segment Leq : 56.57 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.40	!	4.50	!	1.41	!	3.91

ROAD (0.00 + 42.19 + 0.00) = 42.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.75	0.00	0.00	0.00	-5.73	42.19

Segment Leq : 42.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	0.51	!	3.01

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.40	0.00	0.00	0.00	-7.70	39.75

Segment Leq : 39.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-9.12	0.00	0.00	0.00	-14.79	54.39

Segment Leq : 54.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.76	!	2.76

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.43	0.00	0.00	0.00	-14.86	53.38

Segment Leq : 53.38 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.87 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.70 + 0.00) = 41.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-10.41	0.00	0.00	0.00	-5.66	41.70

Segment Leq : 41.70 dBA

Total Leq All Segments: 57.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.27

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7970/1413 veh/TimePeriod *
Medium truck volume : 569/101 veh/TimePeriod *
Heavy truck volume : 4827/856 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.11
Day (16 hrs) % of Total Volume : 84.94

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9260/1245 veh/TimePeriod *
Medium truck volume : 164/22 veh/TimePeriod *
Heavy truck volume : 540/73 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11304
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 5.42
Day (16 hrs) % of Total Volume : 88.15

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8179/1873 veh/TimePeriod *
Medium truck volume : 152/35 veh/TimePeriod *
Heavy truck volume : 484/111 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10832
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 5.49
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 7945/1930 veh/TimePeriod *
Medium truck volume : 101/25 veh/TimePeriod *
Heavy truck volume : 50/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 80.46
    
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.48 ! 1.48
    
```

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.72 0.00 -12.78 0.00 0.00 0.00 0.00 -8.09 43.86
-----
    
```

Segment Leq : 43.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.44	0.00	-5.95	-1.17	0.00	0.00	-8.98	49.35

Segment Leq : 49.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 60.56 + 0.00) = 60.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.75	0.00	-11.24	0.00	0.00	0.00	-7.95	60.56

Segment Leq : 60.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.29 + 0.00) = 60.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-10.80	0.00	0.00	0.00	-7.95	60.29

Segment Leq : 60.29 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.41	!	1.41

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-6.35	0.00	0.00	0.00	-8.53	48.21

Segment Leq : 48.21 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.07	0.00	-9.34	0.00	0.00	0.00	-8.11	50.62

Segment Leq : 50.62 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.59	0.00	-12.65	0.00	0.00	0.00	-8.03	46.91

Segment Leq : 46.91 dBA

Results segment # 8: SBoffrmpHwy3 (day)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.47	1.47

ROAD (0.00 + 43.49 + 0.00) = 43.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-11.37	0.00	0.00	0.00	-8.13	43.49

Segment Leq : 43.49 dBA

Total Leq All Segments: 64.10 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.35	4.35

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-12.83	0.00	0.00	0.00	-1.47	43.01*
-90	90	0.00	57.31	0.00	-12.83	0.00	0.00	0.00	0.00	44.49

* Bright Zone !

Segment Leq : 44.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.35	3.35

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.59	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.70*
-90	90	0.59	56.59	0.00	-6.85	-1.33	0.00	0.00	0.00	48.40

* Bright Zone !

Segment Leq : 48.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 63.94 + 0.00) = 63.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.25	0.00	-11.30	0.00	0.00	0.00	-1.55	62.39*
-90	90	0.00	75.25	0.00	-11.30	0.00	0.00	0.00	0.00	63.94

* Bright Zone !

Segment Leq : 63.94 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-10.88	0.00	0.00	0.00	-1.59	64.24*
-90	90	0.00	76.71	0.00	-10.88	0.00	0.00	0.00	0.00	65.83

* Bright Zone !

Segment Leq : 65.83 dBA

Results segment # 5: NBonrmp Hwy3 (night)

 Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.53	0.00	-6.55	0.00	0.00	0.00	-13.38	37.61

 Segment Leq : 37.61 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	1.57	1.57

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.38	0.00	-9.44	0.00	0.00	0.00	-11.57	41.37

Segment Leq : 41.37 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.36	4.36

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.21	0.00	-12.69	0.00	0.00	0.00	-1.62	49.89*
-90	90	0.00	64.21	0.00	-12.69	0.00	0.00	0.00	0.00	51.51

* Bright Zone !

Segment Leq : 51.51 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 4.27 ! 4.27

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.85	0.00	-11.44	0.00	0.00	0.00	-2.11	46.31*
-90	90	0.00	59.85	0.00	-11.44	0.00	0.00	0.00	0.00	48.42

* Bright Zone !

Segment Leq : 48.42 dBA

Total Leq All Segments: 68.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.10
(NIGHT): 68.22

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13561/2920 veh/TimePeriod *
Medium truck volume : 928/200 veh/TimePeriod *
Heavy truck volume : 7723/1663 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26996
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.12 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.68
-----
  
```

Segment Leq : 61.68 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.81	0.00	-8.73	-1.08	0.00	0.00	-7.01	64.99

Segment Leq : 64.99 dBA

Total Leq All Segments: 66.65 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	3.98	3.98

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.28	0.00	-9.85	-0.91	0.00	0.00	-3.78	61.74*
-90	90	0.55	76.28	0.00	-11.17	-1.26	0.00	0.00	0.00	63.85

* Bright Zone !

Segment Leq : 63.85 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 67.28 + 0.00) = 67.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.15	0.00	-8.48	-0.90	0.00	0.00	-2.82	65.95*
-90	90	0.54	78.15	0.00	-9.62	-1.25	0.00	0.00	0.00	67.28

* Bright Zone !

Segment Leq : 67.28 dBA

Total Leq All Segments: 68.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.65
(NIGHT): 68.91

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```
-----
Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14
```

Data for Segment # 5: EC Row WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.81	0.00	-17.72	-0.97	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.32 + 0.00) = 59.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.40	0.00	-18.11	-0.97	0.00	0.00	0.00	59.32

Segment Leq : 59.32 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Total Leq All Segments: 65.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.45 + 0.00) = 61.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.85	0.00	-16.63	-0.78	0.00	0.00	0.00	61.45

Segment Leq : 61.45 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.99 + 0.00) = 58.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-17.00	-0.78	0.00	0.00	0.00	58.99

Segment Leq : 58.99 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.59 + 0.00) = 44.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-22.48	-1.31	0.00	0.00	0.00	44.59

Segment Leq : 44.59 dBA

Total Leq All Segments: 63.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.35
(NIGHT): 63.68

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1222/332 veh/TimePeriod *
Medium truck volume : 69/19 veh/TimePeriod *
Heavy truck volume : 691/188 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 78.63

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 12062/2346 veh/TimePeriod *
Medium truck volume : 237/46 veh/TimePeriod *
Heavy truck volume : 914/178 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.79
Heavy Truck % of Total Volume : 6.92
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```
-----
Car traffic volume : 18179/1643 veh/TimePeriod *
Medium truck volume : 482/44 veh/TimePeriod *
Heavy truck volume : 242/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 20612
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.55
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 91.71
```

Data for Segment # 9: Malden Rd. (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.11 + 0.00) = 64.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.81	0.00	-16.74	-0.97	0.00	0.00	0.00	64.11

Segment Leq : 64.11 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.40	0.00	-17.15	-0.97	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	67.84	0.00	-20.10	-1.14	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.62 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.07	0.00	-16.84	-1.19	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-22.24	-1.43	0.00	0.00	0.00	37.92

Segment Leq : 37.92 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.06 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.92	0.00	-5.56	0.00	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Total Leq All Segments: 67.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.85	0.00	-15.72	-0.78	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.88 + 0.00) = 59.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-16.11	-0.78	0.00	0.00	0.00	59.88

Segment Leq : 59.88 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	65.20	0.00	-18.93	-0.97	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.62 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	65.97	0.00	-15.93	-1.01	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.08 m

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-21.08	-1.27	0.00	0.00	0.00	39.27

Segment Leq : 39.27 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.59 + 0.00) = 44.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-22.48	-1.31	0.00	0.00	0.00	44.59

Segment Leq : 44.59 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.07 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.50	0.00	-5.80	0.00	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 65.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.85
(NIGHT): 65.12

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-25.26	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.45 + 0.00) = 62.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.81	0.00	-17.95	-1.41	0.00	0.00	0.00	62.45

Segment Leq : 62.45 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.40	0.00	-18.60	-1.41	0.00	0.00	0.00	58.39

Segment Leq : 58.39 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-25.13	-1.45	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.62 + 0.00) = 35.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-24.13	-1.33	0.00	0.00	0.00	35.62

Segment Leq : 35.62 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.12 + 0.00) = 61.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.85	0.00	-16.48	-1.25	0.00	0.00	0.00	61.12

Segment Leq : 61.12 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.77	0.00	-17.17	-1.25	0.00	0.00	0.00	58.34

Segment Leq : 58.34 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-21.19	-1.31	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-23.80	-1.29	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 63.27

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 12062/2346 veh/TimePeriod *
Medium truck volume : 237/46 veh/TimePeriod *
Heavy truck volume : 914/178 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.79
Heavy Truck % of Total Volume : 6.92
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-25.24	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 69.74 + 0.00) = 69.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	81.81	0.00	-10.76	-1.31	0.00	0.00	0.00	69.74

Segment Leq : 69.74 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	78.40	0.00	-12.28	-1.31	0.00	0.00	0.00	64.81

Segment Leq : 64.81 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-14.46	-1.43	0.00	0.00	0.00	45.70

Segment Leq : 45.70 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.07	0.00	-24.75	-1.45	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 71.13 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.67 + 0.00) = 35.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-24.07	-1.33	0.00	0.00	0.00	35.67

Segment Leq : 35.67 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 68.73 + 0.00) = 68.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	78.85	0.00	-8.98	-1.14	0.00	0.00	0.00	68.73

Segment Leq : 68.73 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 64.80 + 0.00) = 64.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.77	0.00	-10.82	-1.14	0.00	0.00	0.00	64.80

Segment Leq : 64.80 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.08 m

ROAD (0.00 + 47.31 + 0.00) = 47.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-13.04	-1.27	0.00	0.00	0.00	47.31

Segment Leq : 47.31 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-21.19	-1.31	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.97	0.00	-23.36	-1.30	0.00	0.00	0.00	41.32

Segment Leq : 41.32 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 70.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.13
(NIGHT): 70.29

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.81	0.00	-11.81	-0.42	0.00	0.00	-16.08	53.50

Segment Leq : 53.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.40	0.00	-12.34	-0.42	0.00	0.00	-16.10	49.53

Segment Leq : 49.53 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-20.22	-1.45	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Total Leq All Segments: 58.66 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.85	0.00	-10.97	-0.18	0.00	0.00	-15.96	51.74

Segment Leq : 51.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.71	!	2.71

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.77	0.00	-11.46	-0.18	0.00	0.00	-15.99	49.14

Segment Leq : 49.14 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-23.24	-1.31	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-18.95	-1.29	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Total Leq All Segments: 55.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.66
(NIGHT): 55.96

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 59.34 + 0.00) = 59.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.81	0.00	-6.37	-0.42	0.00	0.00	-15.68	59.34

Segment Leq : 59.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.40	0.00	-7.75	-0.42	0.00	0.00	-15.84	54.39

Segment Leq : 54.39 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-19.30	-1.45	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.07 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-20.48	-1.43	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Total Leq All Segments: 62.00 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.85	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.21

Segment Leq : 57.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.77	0.00	-7.34	-0.18	0.00	0.00	-15.52	53.73

Segment Leq : 53.73 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-23.24	-1.31	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 47.82 + 0.00) = 47.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-18.03	-1.29	0.00	0.00	0.00	47.82

Segment Leq : 47.82 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.08 m

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-19.44	-1.27	0.00	0.00	0.00	40.92

Segment Leq : 40.92 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.00
(NIGHT): 59.77

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.49	0.00	-18.66	-1.46	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.81	0.00	-10.69	-0.26	0.00	0.00	-16.76	54.10

Segment Leq : 54.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.40	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 64.48 + 0.00) = 64.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-6.55	0.00	0.00	0.00	0.00	64.48

Segment Leq : 64.48 dBA

Total Leq All Segments: 65.36 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.09	0.00	-17.33	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-9.39	-0.01	0.00	0.00	-16.61	52.85

Segment Leq : 52.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-9.93	-0.01	0.00	0.00	-16.65	50.18

Segment Leq : 50.18 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-5.86	0.00	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Total Leq All Segments: 62.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.36
(NIGHT): 62.42

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
    
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.49	0.00	-18.66	-1.46	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.81	0.00	-9.26	-0.26	0.00	0.00	-16.69	55.59

Segment Leq : 55.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.40	0.00	-10.01	-0.26	0.00	0.00	-16.73	51.40

Segment Leq : 51.40 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.66 m

ROAD (0.00 + 66.69 + 0.00) = 66.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-4.35	0.00	0.00	0.00	0.00	66.69

Segment Leq : 66.69 dBA

Total Leq All Segments: 67.36 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.09	0.00	-17.33	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-7.78	-0.01	0.00	0.00	-16.45	54.62

Segment Leq : 54.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.58	-0.01	0.00	0.00	-16.54	51.64

Segment Leq : 51.64 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.66 m

ROAD (0.00 + 64.62 + 0.00) = 64.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-2.52	0.00	0.00	0.00	0.00	64.62

Segment Leq : 64.62 dBA

Total Leq All Segments: 65.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.36
(NIGHT): 65.37

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/315 veh/TimePeriod
Medium truck volume : 32/3 veh/TimePeriod
Heavy truck volume : 17/2 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 61.44 0.00 -12.22 -1.33 0.00 0.00 -5.01 42.88
-----
  
```

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.09	0.00	-15.70	-1.34	0.00	0.00	-5.01	45.05

Segment Leq : 45.05 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 55.77 + 0.00) = 55.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-8.55	0.00	0.00	0.00	-17.90	55.77

Segment Leq : 55.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.10 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-9.23	0.00	0.00	0.00	-17.97	52.38

Segment Leq : 52.38 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-3.01	0.00	0.00	0.00	-5.08	49.16

Segment Leq : 49.16 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.14	!	1.14

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-8.05	0.00	0.00	0.00	-18.65	39.05

Segment Leq : 39.05 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	1.82	!	1.82

ROAD (0.00 + 42.98 + 0.00) = 42.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-9.47	0.00	0.00	0.00	-18.58	42.98

Segment Leq : 42.98 dBA

Total Leq All Segments: 58.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	4.50	4.38	4.38

ROAD (0.00 + 40.56 + 0.00) = 40.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	53.87	0.00	-11.30	-1.16	0.00	0.00	-0.07	41.34*
-90	90	0.59	53.87	0.00	-11.99	-1.33	0.00	0.00	0.00	40.56

* Bright Zone !

Segment Leq : 40.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.42	4.42

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.69	0.00	-14.67	-1.18	0.00	0.00	-0.07	43.78*
-90	90	0.59	59.69	0.00	-15.56	-1.34	0.00	0.00	0.00	42.79

* Bright Zone !

Segment Leq : 42.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-8.43	0.00	0.00	0.00	-17.80	52.41

Segment Leq : 52.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.10	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-9.12	0.00	0.00	0.00	-17.89	48.92

Segment Leq : 48.92 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	5.70	5.70

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.92	0.00	-0.79	0.00	0.00	0.00	99.00	148.13
-90	90	0.00	49.92	0.00	-0.79	0.00	0.00	0.00	0.00	49.13

* Bright Zone !

Segment Leq : 49.13 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.20	1.20

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-7.91	0.00	0.00	0.00	-18.59	34.12

Segment Leq : 34.12 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-9.34	0.00	0.00	0.00	-18.54	39.26

Segment Leq : 39.26 dBA

Total Leq All Segments: 55.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.53
(NIGHT): 55.75

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5132/491 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5340/406 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5754
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3702/315   veh/TimePeriod
Medium truck volume : 32/3     veh/TimePeriod
Heavy truck volume  : 17/2     veh/TimePeriod
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0           (No woods.)
No of house rows : 0 / 0
Surface         : 2           (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2           (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.58 !          1.50 !          -0.62 !          1.38
  
```

ROAD (0.00 + 42.63 + 0.00) = 42.63 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90    0.00  59.75   0.00  -6.53   0.00   0.00   0.00 -10.58  42.63
-----
  
```

Segment Leq : 42.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.57	1.43

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-9.19	0.00	0.00	0.00	-10.27	40.23

Segment Leq : 40.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	3.00	3.00

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-7.61	0.00	0.00	0.00	-17.85	56.76

Segment Leq : 56.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.10	!	1.50	!	2.70	!	2.70

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-8.43	0.00	0.00	0.00	-17.94	53.21

Segment Leq : 53.21 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	-0.60	!	1.40

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-6.09	0.00	0.00	0.00	-10.58	40.58

Segment Leq : 40.58 dBA

Total Leq All Segments: 58.60 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	1.85	3.85

ROAD (0.00 + 46.01 + 0.00) = 46.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.73	0.00	-6.72	0.00	0.00	0.00	-5.00	41.01*
-90	90	0.00	52.73	0.00	-6.72	0.00	0.00	0.00	0.00	46.01

* Bright Zone !

Segment Leq : 46.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.38	0.00	-9.29	0.00	0.00	0.00	-4.86	37.22*
-90	90	0.00	51.38	0.00	-9.29	0.00	0.00	0.00	0.00	42.09

* Bright Zone !

Segment Leq : 42.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.16	!	3.16

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-7.76	0.00	0.00	0.00	-17.75	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.10	!	4.50	!	2.83	!	2.83

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-8.55	0.00	0.00	0.00	-17.86	49.53

Segment Leq : 49.53 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.92	0.00	-6.30	0.00	0.00	0.00	-5.00	38.62

Segment Leq : 38.62 dBA

Total Leq All Segments: 55.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.60
(NIGHT): 55.55

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-15.08	-1.46	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-19.01	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.24	0.00	-10.52	-0.10	0.00	0.00	-17.27	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.52	2.52

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	79.07	0.00	-11.06	-0.11	0.00	0.00	-17.35	50.54

Segment Leq : 50.54 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.73 m

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.52	-1.46	0.00	0.00	0.00	38.52

Segment Leq : 38.52 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.30 m

ROAD (0.00 + 47.13 + 0.00) = 47.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-15.88	-1.46	0.00	0.00	0.00	47.13

Segment Leq : 47.13 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.08	0.00	-14.90	-1.46	0.00	0.00	0.00	39.72

Segment Leq : 39.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.58 + 0.00) = 30.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.94	0.00	-18.90	-1.46	0.00	0.00	0.00	30.58

Segment Leq : 30.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.59	0.00	-10.43	-0.10	0.00	0.00	-17.27	50.79

Segment Leq : 50.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.53	2.53

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	75.17	0.00	-10.98	-0.11	0.00	0.00	-17.35	46.72

Segment Leq : 46.72 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.07	0.00	-18.41	-1.46	0.00	0.00	0.00	33.20

Segment Leq : 33.20 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.30 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-15.72	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Total Leq All Segments: 53.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 53.02

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 21707/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-21.41	-1.46	0.00	0.00	0.00	40.85

Segment Leq : 40.85 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 35.72 + 0.00) = 35.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-22.90	-1.46	0.00	0.00	0.00	35.72

Segment Leq : 35.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.15	-0.57	0.00	0.00	-15.26	50.27

Segment Leq : 50.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.33	2.33

ROAD (0.00 + 46.51 + 0.00) = 46.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.49	-0.58	0.00	0.00	-15.49	46.51

Segment Leq : 46.51 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.43	0.00	-4.96	0.00	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Total Leq All Segments: 59.40 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-20.48	-1.35	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.61 + 0.00) = 27.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.94	0.00	-21.98	-1.35	0.00	0.00	0.00	27.61

Segment Leq : 27.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-14.86	-0.34	0.00	0.00	-15.16	48.23

Segment Leq : 48.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.39	!	2.39

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.19	-0.36	0.00	0.00	-15.40	44.21

Segment Leq : 44.21 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.71	0.00	-2.22	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 54.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.40
(NIGHT): 54.38

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 21707/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.80 + 0.00) = 40.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-22.01	-1.46	0.00	0.00	0.00	40.80

Segment Leq : 40.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.78	0.00	-23.35	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.49	-0.57	0.00	0.00	-15.27	49.91

Segment Leq : 49.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.33	!	2.33

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.82	-0.58	0.00	0.00	-15.39	46.28

Segment Leq : 46.28 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.43	0.00	-6.70	-1.46	0.00	0.00	0.00	55.27

Segment Leq : 55.27 dBA

Total Leq All Segments: 56.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.56 + 0.00) = 33.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.09	0.00	-21.18	-1.34	0.00	0.00	0.00	33.56

Segment Leq : 33.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.47	0.00	-22.44	-1.34	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 47.75 + 0.00) = 47.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-15.31	-0.34	0.00	0.00	-15.18	47.75

Segment Leq : 47.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.37	!	2.37

ROAD (0.00 + 43.77 + 0.00) = 43.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.62	-0.36	0.00	0.00	-15.42	43.77

Segment Leq : 43.77 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.71	0.00	-4.08	-1.35	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 52.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.96
(NIGHT): 52.36

Filename: S_HI_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 14342/1165 veh/TimePeriod *
Medium truck volume : 134/11 veh/TimePeriod *
Heavy truck volume : 67/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.62 + 0.00) = 40.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-22.19	-1.46	0.00	0.00	0.00	40.62

Segment Leq : 40.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.78	0.00	-23.35	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.51	-0.57	0.00	0.00	-15.27	49.90

Segment Leq : 49.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.33	2.33

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.86	-0.58	0.00	0.00	-15.39	46.24

Segment Leq : 46.24 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.82 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.17	0.00	-14.87	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 53.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.39 + 0.00) = 33.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.09	0.00	-21.35	-1.34	0.00	0.00	0.00	33.39

Segment Leq : 33.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.47	0.00	-22.44	-1.34	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-15.33	-0.34	0.00	0.00	-15.18	47.74

Segment Leq : 47.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.37	!	2.37

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.66	-0.36	0.00	0.00	-15.42	43.73

Segment Leq : 43.73 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.81 m

ROAD (0.00 + 41.41 + 0.00) = 41.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.22	0.00	-14.48	-1.34	0.00	0.00	0.00	41.41

Segment Leq : 41.41 dBA

Total Leq All Segments: 50.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.73
(NIGHT): 50.04

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.08	0.00	-16.28	-1.46	0.00	0.00	0.00	47.35

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.64	0.00	-19.54	-1.46	0.00	0.00	0.00	40.64

Segment Leq : 40.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.96	-0.57	0.00	0.00	-15.16	52.51

Segment Leq : 52.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.50	2.50

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.52	-0.57	0.00	0.00	-15.28	49.23

Segment Leq : 49.23 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.73 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.92	-1.46	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.30 m

ROAD (0.00 + 45.87 + 0.00) = 45.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.15	-1.46	0.00	0.00	0.00	45.87

Segment Leq : 45.87 dBA

Total Leq All Segments: 55.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.87 + 0.00) = 39.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.99	0.00	-15.78	-1.34	0.00	0.00	0.00	39.87

Segment Leq : 39.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 32.38 + 0.00) = 32.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.59	0.00	-18.86	-1.35	0.00	0.00	0.00	32.38

Segment Leq : 32.38 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.09

Segment Leq : 50.09 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.58	2.58

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.60	-0.35	0.00	0.00	-15.12	46.90

Segment Leq : 46.90 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.45 + 0.00) = 33.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.07	0.00	-18.27	-1.35	0.00	0.00	0.00	33.45

Segment Leq : 33.45 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.30 m

ROAD (0.00 + 42.66 + 0.00) = 42.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.37	0.00	-16.40	-1.31	0.00	0.00	0.00	42.66

Segment Leq : 42.66 dBA

Total Leq All Segments: 52.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.72
(NIGHT): 52.63

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.08	0.00	-16.38	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.64	0.00	-18.83	-1.46	0.00	0.00	0.00	41.35

Segment Leq : 41.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 52.64 + 0.00) = 52.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.84	-0.57	0.00	0.00	-15.15	52.64

Segment Leq : 52.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.51	2.51

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.39	-0.57	0.00	0.00	-15.27	49.37

Segment Leq : 49.37 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.73 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.56	-1.46	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.30 m

ROAD (0.00 + 45.74 + 0.00) = 45.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.28	-1.46	0.00	0.00	0.00	45.74

Segment Leq : 45.74 dBA

Total Leq All Segments: 55.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.99	0.00	-15.87	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.05 + 0.00) = 33.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.59	0.00	-18.19	-1.35	0.00	0.00	0.00	33.05

Segment Leq : 33.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 50.21 + 0.00) = 50.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-11.97	-0.34	0.00	0.00	-14.97	50.21

Segment Leq : 50.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.47	-0.35	0.00	0.00	-15.11	47.03

Segment Leq : 47.03 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.07	0.00	-17.94	-1.35	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.30 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.37	0.00	-16.53	-1.31	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Total Leq All Segments: 52.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.81
(NIGHT): 52.72

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 45.15 + 0.00) = 45.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-18.87	-1.46	0.00	0.00	0.00	45.15

Segment Leq : 45.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-21.39	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 50.83 + 0.00) = 50.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-14.57	-0.57	0.00	0.00	-15.22	50.83

Segment Leq : 50.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.46	2.46

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-15.00	-0.57	0.00	0.00	-15.33	47.70

Segment Leq : 47.70 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.78	0.00	-21.20	-1.46	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

ROAD (0.00 + 39.11 + 0.00) = 39.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.69	0.00	-19.12	-1.46	0.00	0.00	0.00	39.11

Segment Leq : 39.11 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.34	0.00	-5.68	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 38.28 + 0.00) = 38.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-17.76	-1.32	0.00	0.00	0.00	38.28

Segment Leq : 38.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-20.41	-1.34	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.66

Segment Leq : 48.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.53	2.53

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-13.80	-0.35	0.00	0.00	-15.20	45.62

Segment Leq : 45.62 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

ROAD (0.00 + 34.72 + 0.00) = 34.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.31	0.00	-20.25	-1.35	0.00	0.00	0.00	34.72

Segment Leq : 34.72 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.12	0.00	-18.28	-1.35	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.49	0.00	-2.34	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 53.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 53.49

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-17.27	-1.46	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-20.15	-1.46	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.57 !	2.57

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-13.53	-0.57	0.00	0.00	-15.18	51.92

Segment Leq : 51.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.49 !	2.49

ROAD (0.00 + 48.72 + 0.00) = 48.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-14.01	-0.57	0.00	0.00	-15.30	48.72

Segment Leq : 48.72 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.78	0.00	-19.95	-1.46	0.00	0.00	0.00	39.37

Segment Leq : 39.37 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

ROAD (0.00 + 40.65 + 0.00) = 40.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.69	0.00	-17.58	-1.46	0.00	0.00	0.00	40.65

Segment Leq : 40.65 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.34	0.00	-5.68	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 58.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-16.24	-1.32	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.24 + 0.00) = 37.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-19.17	-1.34	0.00	0.00	0.00	37.24

Segment Leq : 37.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.66	!	2.66

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.40	-0.34	0.00	0.00	-15.01	49.75

Segment Leq : 49.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.57	!	2.57

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.86	-0.35	0.00	0.00	-15.14	46.61

Segment Leq : 46.61 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.31	0.00	-19.00	-1.35	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.12	0.00	-16.65	-1.35	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.49	0.00	-2.34	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 54.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.11
(NIGHT): 54.17

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 58.42 + 0.00) = 58.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-6.27	0.00	0.00	0.00	0.00	58.42

Segment Leq : 58.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-9.65	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.19	0.00	-7.71	0.00	0.00	0.00	-14.93	58.55

Segment Leq : 58.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.65	2.65

ROAD (0.00 + 54.99 + 0.00) = 54.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-8.51	0.00	0.00	0.00	-15.11	54.99

Segment Leq : 54.99 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.34	0.00	-4.37	0.00	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.72	0.72

ROAD (0.00 + 37.97 + 0.00) = 37.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-8.91	0.00	0.00	0.00	-13.90	37.97

Segment Leq : 37.97 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.75	0.75

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-7.15	0.00	0.00	0.00	-13.83	38.71

Segment Leq : 38.71 dBA

Total Leq All Segments: 64.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-6.47	0.00	0.00	0.00	0.00	51.20

Segment Leq : 51.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-9.75	0.00	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.06 + 0.00) = 55.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.50	0.00	-7.85	0.00	0.00	0.00	-14.58	55.06

Segment Leq : 55.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.79	2.79

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.96	0.00	-8.63	0.00	0.00	0.00	-14.82	51.51

Segment Leq : 51.51 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-3.68	0.00	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	0.75	0.75

ROAD (0.00 + 33.54 + 0.00) = 33.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-9.02	0.00	0.00	0.00	-13.75	33.54

Segment Leq : 33.54 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.66 ! 4.50 ! 0.81 ! 0.81

ROAD (0.00 + 35.25 + 0.00) = 35.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-7.31	0.00	0.00	0.00	-13.56	35.25

Segment Leq : 35.25 dBA

Total Leq All Segments: 58.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.06
(NIGHT): 58.58

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-1.56	0.00	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-7.30	0.00	0.00	0.00	0.00	54.83

Segment Leq : 54.83 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.03 + 0.00) = 62.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.19	0.00	-4.72	0.00	0.00	0.00	-14.44	62.03

Segment Leq : 62.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.87	2.87

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-6.20	0.00	0.00	0.00	-14.83	57.58

Segment Leq : 57.58 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.34	0.00	-4.37	0.00	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-6.61	0.00	0.00	0.00	-13.78	40.38

Segment Leq : 40.38 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.85	0.85

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-3.78	0.00	0.00	0.00	-13.53	42.38

Segment Leq : 42.38 dBA

Total Leq All Segments: 67.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-2.13	0.00	0.00	0.00	0.00	55.54

Segment Leq : 55.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-7.46	0.00	0.00	0.00	0.00	46.40

Segment Leq : 46.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.50	0.00	-5.01	0.00	0.00	0.00	-13.74	58.75

Segment Leq : 58.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	3.10	3.10

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.96	0.00	-6.40	0.00	0.00	0.00	-14.34	54.23

Segment Leq : 54.23 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-3.68	0.00	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	0.82	0.82

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-6.80	0.00	0.00	0.00	-13.52	36.00

Segment Leq : 36.00 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-4.13	0.00	0.00	0.00	-12.96	39.03

Segment Leq : 39.03 dBA

Total Leq All Segments: 61.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.14
(NIGHT): 61.83

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-11.26	-1.46	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-15.54	-1.46	0.00	0.00	0.00	45.13

Segment Leq : 45.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 57.78 + 0.00) = 57.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-10.00	-0.71	0.00	0.00	-13.40	57.78

Segment Leq : 57.78 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.54	2.54

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-11.02	-0.72	0.00	0.00	-13.68	54.61

Segment Leq : 54.61 dBA

Total Leq All Segments: 60.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-10.95	-1.31	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-15.03	-1.34	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.31	0.00	-9.46	-0.50	0.00	0.00	-13.01	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.28 ! 4.50 ! 2.68 ! 2.68

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.67	0.00	-10.38	-0.50	0.00	0.00	-13.37	52.41

Segment Leq : 52.41 dBA

Total Leq All Segments: 57.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.33
(NIGHT): 57.45

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 59.13 + 0.00) = 59.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-4.10	-1.46	0.00	0.00	0.00	59.13

Segment Leq : 59.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-12.38	-1.46	0.00	0.00	0.00	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.99	2.99

ROAD (0.00 + 61.84 + 0.00) = 61.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-6.37	-0.71	0.00	0.00	-12.96	61.84

Segment Leq : 61.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.72	2.72

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-8.17	-0.72	0.00	0.00	-13.43	57.71

Segment Leq : 57.71 dBA

Total Leq All Segments: 64.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-4.62	-1.31	0.00	0.00	0.00	51.74

Segment Leq : 51.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-12.09	-1.34	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.28	3.28

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.31	0.00	-6.24	-0.50	0.00	0.00	-12.20	59.37

Segment Leq : 59.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 55.44 + 0.00) = 55.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.67	0.00	-7.83	-0.50	0.00	0.00	-12.90	55.44

Segment Leq : 55.44 dBA

Total Leq All Segments: 61.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.78
(NIGHT): 61.38

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-9.81	-1.46	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-19.60	-1.46	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-11.74	-0.71	0.00	0.00	-13.52	55.91

Segment Leq : 55.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-12.52	-0.72	0.00	0.00	-13.77	53.02

Segment Leq : 53.02 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.25	0.00	-9.23	-1.46	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 61.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.67	0.00	-10.17	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.70 + 0.00) = 32.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.86	0.00	-19.70	-1.46	0.00	0.00	0.00	32.70

Segment Leq : 32.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.31	0.00	-11.87	-0.71	0.00	0.00	-13.53	52.20

Segment Leq : 52.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.47	!	2.47

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.67	0.00	-12.64	-0.72	0.00	0.00	-13.77	49.54

Segment Leq : 49.54 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.22	0.00	-9.62	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 55.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.44
(NIGHT): 55.80

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
    
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.80 + 0.00) = 53.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-9.43	-1.46	0.00	0.00	0.00	53.80

Segment Leq : 53.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.30 + 0.00) = 41.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-19.38	-1.46	0.00	0.00	0.00	41.30

Segment Leq : 41.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 56.10 + 0.00) = 56.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-11.57	-0.71	0.00	0.00	-13.51	56.10

Segment Leq : 56.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-12.36	-0.72	0.00	0.00	-13.76	53.19

Segment Leq : 53.19 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.25	0.00	-9.23	-1.46	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.67	0.00	-9.81	-1.46	0.00	0.00	0.00	46.40

Segment Leq : 46.40 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.92 + 0.00) = 32.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.86	0.00	-19.47	-1.46	0.00	0.00	0.00	32.92

Segment Leq : 32.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.31	0.00	-11.70	-0.71	0.00	0.00	-13.52	52.38

Segment Leq : 52.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.67	0.00	-12.48	-0.72	0.00	0.00	-13.77	49.70

Segment Leq : 49.70 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.22	0.00	-9.62	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 55.95

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-6.60	0.00	0.00	0.00	0.00	58.13

Segment Leq : 58.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.00 + 0.00) = 53.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.44	0.00	-12.45	0.00	0.00	0.00	0.00	53.00

Segment Leq : 53.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.83 + 0.00) = 64.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.26	0.00	0.00	0.00	-8.79	64.83

Segment Leq : 64.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-8.98	0.00	0.00	0.00	-8.85	61.22

Segment Leq : 61.22 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 38.07 + 0.00) = 38.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.63	0.00	0.00	0.00	-15.39	38.07

Segment Leq : 38.07 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.18 + 0.00) = 59.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.25	0.00	-9.07	0.00	0.00	0.00	0.00	59.18

Segment Leq : 59.18 dBA

Total Leq All Segments: 67.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-5.27	0.00	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.59	0.00	-12.16	0.00	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.91 + 0.00) = 62.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-7.40	0.00	0.00	0.00	-7.99	62.91

Segment Leq : 62.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-8.26	0.00	0.00	0.00	-8.22	60.22

Segment Leq : 60.22 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.00 !	1.00

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.53	0.00	-9.02	0.00	0.00	0.00	-15.32	33.19

Segment Leq : 33.19 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.22	0.00	-8.99	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 65.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.82
(NIGHT): 65.22

STAMSON 5.0 NORMAL REPORT Date: 22-02-2007 17:17:51
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 13561/2920 veh/TimePeriod *
Medium truck volume : 928/200 veh/TimePeriod *
Heavy truck volume : 7723/1663 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26996
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-14.91	-1.42	0.00	0.00	0.00	63.79

Segment Leq : 63.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.46 + 0.00) = 66.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.81	0.00	-13.93	-1.41	0.00	0.00	0.00	66.46

Segment Leq : 66.46 dBA

Total Leq All Segments: 68.34 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 60.76 + 0.00) = 60.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-14.26	-1.26	0.00	0.00	0.00	60.76

Segment Leq : 60.76 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.55 + 0.00) = 63.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.15	0.00	-13.35	-1.25	0.00	0.00	0.00	63.55

Segment Leq : 63.55 dBA

Total Leq All Segments: 65.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.34
(NIGHT): 65.39

**APPENDIX B.3.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-9.23	0.00	0.00	0.00	0.00	55.55

Segment Leq : 55.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 57.51 + 0.00) = 57.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.04	0.00	-6.53	0.00	0.00	0.00	0.00	57.51

Segment Leq : 57.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.03	0.00	-8.47	0.00	0.00	0.00	-15.00	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 57.22 + 0.00) = 57.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-7.66	0.00	0.00	0.00	-15.10	57.22

Segment Leq : 57.22 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-3.80	0.00	0.00	0.00	0.00	58.73

Segment Leq : 58.73 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.43	0.00	-8.63	0.00	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.76	0.00	-5.36	0.00	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-7.76	0.00	0.00	0.00	-14.56	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.98 !	2.98

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-6.78	0.00	0.00	0.00	-14.52	54.83

Segment Leq : 54.83 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-1.86	0.00	0.00	0.00	0.00	52.78

Segment Leq : 52.78 dBA

Total Leq All Segments: 60.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 60.79

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 6: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.90	0.00	-7.68	-1.24	0.00	0.00	-13.92	47.06

Segment Leq : 47.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-9.05	0.00	0.00	0.00	-16.02	57.82

Segment Leq : 57.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-8.26	0.00	0.00	0.00	-15.97	55.08

Segment Leq : 55.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	1.50 !	-0.50 !	1.50

ROAD (0.00 + 46.77 + 0.00) = 46.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-11.16	0.00	0.00	0.00	-13.51	46.77

Segment Leq : 46.77 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.88 + 0.00) = 31.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.88

Segment Leq : 31.88 dBA

Total Leq All Segments: 60.12 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.48	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.79	0.00	0.00	0.00	-15.81	55.63

Segment Leq : 55.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.04	0.00	0.00	0.00	-15.72	54.23

Segment Leq : 54.23 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.69	!	4.50	!	2.54	!	4.54

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-11.00	0.00	0.00	0.00	99.00	155.17
-90	90	0.00	67.17	0.00	-11.00	0.00	0.00	0.00	0.00	56.17

* Bright Zone !

Segment Leq : 56.17 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.64

Segment Leq : 33.64 dBA

Total Leq All Segments: 60.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.12
(NIGHT): 60.68

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.56 ! 1.44
  
```

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 69.90 0.00 -7.68 -1.24 0.00 0.00 -13.92 47.06
-----
  
```

Segment Leq : 47.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-9.05	0.00	0.00	0.00	-16.02	57.82

Segment Leq : 57.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-8.26	0.00	0.00	0.00	-15.97	55.08

Segment Leq : 55.08 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-10.54	0.00	0.00	0.00	-13.52	47.38

Segment Leq : 47.38 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.88 + 0.00) = 31.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.88

Segment Leq : 31.88 dBA

Total Leq All Segments: 60.15 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
0.84 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.48	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.79	0.00	0.00	0.00	-15.81	55.63

Segment Leq : 55.63 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.04	0.00	0.00	0.00	-15.72	54.23

Segment Leq : 54.23 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.69	!	4.50	!	2.52	!	4.52

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-10.41	0.00	0.00	0.00	99.00	155.76
-90	90	0.00	67.17	0.00	-10.41	0.00	0.00	0.00	0.00	56.76

* Bright Zone !

Segment Leq : 56.76 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.64

Segment Leq : 33.64 dBA

Total Leq All Segments: 60.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.15
(NIGHT): 60.87

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```
-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
```

Data for Segment # 6: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.52 ! 1.48
```

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.99 0.00 -9.53 0.00 0.00 0.00 -13.01 39.45
-----
```

Segment Leq : 39.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.69	!	1.31

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-1.40	-1.24	0.00	0.00	-14.39	50.47

Segment Leq : 50.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.90	!	2.90

ROAD (0.00 + 59.82 + 0.00) = 59.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-7.19	0.00	0.00	0.00	-15.88	59.82

Segment Leq : 59.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-6.06	0.00	0.00	0.00	-15.76	57.50

Segment Leq : 57.50 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.19	!	1.19

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-2.98	0.00	0.00	0.00	-14.91	48.26

Segment Leq : 48.26 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-8.88	0.00	0.00	0.00	-13.82	48.74

Segment Leq : 48.74 dBA

Total Leq All Segments: 62.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	4.50	!	2.29	!	4.29

ROAD (0.00 + 39.52 + 0.00) = 39.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-9.62	0.00	0.00	0.00	-5.04	39.52

Segment Leq : 39.52 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	1.12	!	3.12

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-2.26	-1.07	0.00	0.00	-8.44	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-7.35	0.00	0.00	0.00	-15.61	57.28

Segment Leq : 57.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-6.27	0.00	0.00	0.00	-15.50	56.22

Segment Leq : 56.22 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.33	!	1.33

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-3.40	0.00	0.00	0.00	-14.31	43.30

Segment Leq : 43.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.69 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-8.99	0.00	0.00	0.00	-13.64	44.54

Segment Leq : 44.54 dBA

Total Leq All Segments: 60.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.51
(NIGHT): 60.33

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 39.70 + 0.00) = 39.70 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.99 0.00 -9.26 0.00 0.00 0.00 -13.03 39.70
-----
  
```

Segment Leq : 39.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.69 !	1.31

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-1.40	-1.24	0.00	0.00	-14.39	50.47

Segment Leq : 50.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 60.27 + 0.00) = 60.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-6.78	0.00	0.00	0.00	-15.84	60.27

Segment Leq : 60.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of			
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-5.52	0.00	0.00	0.00	-15.68	58.11

Segment Leq : 58.11 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of			
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)			
0.91	!	1.50	!	1.19	!	1.19

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-2.98	0.00	0.00	0.00	-14.91	48.26

Segment Leq : 48.26 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	1.50	!	1.76	!	1.76

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-8.23	0.00	0.00	0.00	-13.80	49.42

Segment Leq : 49.42 dBA

Total Leq All Segments: 62.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	4.50	!	2.28	!	4.28

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-9.36	0.00	0.00	0.00	-5.05	39.77

Segment Leq : 39.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	4.50 !	1.12 !	3.12

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-2.26	-1.07	0.00	0.00	-8.44	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.15 !	3.15

ROAD (0.00 + 57.74 + 0.00) = 57.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.54	57.74

Segment Leq : 57.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 56.89 + 0.00) = 56.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-5.76	0.00	0.00	0.00	-15.34	56.89

Segment Leq : 56.89 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.33	!	1.33

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-3.40	0.00	0.00	0.00	-14.31	43.30

Segment Leq : 43.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-8.36	0.00	0.00	0.00	-13.59	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 60.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.98
(NIGHT): 60.84

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5876/542 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5652/440 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6100
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.59 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.35 0.00 -7.90 0.00 0.00 0.00 0.00 -5.02 47.43
-----
```

Segment Leq : 47.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.27	!	1.27

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-3.74	0.00	0.00	0.00	-5.16	51.03

Segment Leq : 51.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	3.19	!	3.19

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-6.84	0.00	0.00	0.00	-17.79	58.39

Segment Leq : 58.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	3.29	3.29

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.60	0.00	0.00	0.00	-17.74	57.03

Segment Leq : 57.03 dBA

Total Leq All Segments: 61.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	4.06	4.06

ROAD (0.00 + 45.07 + 0.00) = 45.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.11	0.00	-8.04	0.00	0.00	0.00	-0.26	44.81*
-90	90	0.00	53.11	0.00	-8.04	0.00	0.00	0.00	0.00	45.07

* Bright Zone !

Segment Leq : 45.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.73	0.00	-4.09	0.00	0.00	0.00	-0.59	47.05*
-90	90	0.00	51.73	0.00	-4.09	0.00	0.00	0.00	0.00	47.64

* Bright Zone !

Segment Leq : 47.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	3.37	3.37

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.02	0.00	0.00	0.00	-17.66	54.74

Segment Leq : 54.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 3.52 ! 3.52

ROAD (0.00 + 53.48 + 0.00) = 53.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-5.84	0.00	0.00	0.00	-17.57	53.48

Segment Leq : 53.48 dBA

Total Leq All Segments: 57.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.39
(NIGHT): 57.86

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.66 ! 2.66
  
```

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 83.03 0.00 -9.43 0.00 0.00 0.00 -15.08 58.52
-----
  
```

Segment Leq : 58.52 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-8.83	0.00	0.00	0.00	-15.21	55.94

Segment Leq : 55.94 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.97	-1.46	0.00	0.00	0.00	57.11

Segment Leq : 57.11 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-10.04	0.00	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.53	0.00	-7.99	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 63.16 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-9.53	0.00	0.00	0.00	-14.85	55.01

Segment Leq : 55.01 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.71	2.71

ROAD (0.00 + 52.24 + 0.00) = 52.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-8.94	0.00	0.00	0.00	-14.94	52.24

Segment Leq : 52.24 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.70 + 0.00) = 48.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.58	-1.35	0.00	0.00	0.00	48.70

Segment Leq : 48.70 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-10.13	0.00	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.48	0.00	-8.13	0.00	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 57.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.16
(NIGHT): 57.95

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 64.00 / 67.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.37	0.00	-8.51	0.00	0.00	0.00	0.00	56.86

Segment Leq : 56.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.27	0.00	-5.10	0.00	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.79	2.79

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.03	0.00	-7.61	0.00	0.00	0.00	-14.92	60.51

Segment Leq : 60.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.77	2.77

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-6.66	0.00	0.00	0.00	-14.97	58.34

Segment Leq : 58.34 dBA

Total Leq All Segments: 64.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-8.63	0.00	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-5.36	0.00	0.00	0.00	0.00	48.04

Segment Leq : 48.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-7.76	0.00	0.00	0.00	-14.56	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.97 ! 2.97

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-6.84	0.00	0.00	0.00	-14.53	54.75

Segment Leq : 54.75 dBA

Total Leq All Segments: 59.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.49
(NIGHT): 59.75

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9076/811 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-18.36	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-14.59	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.65	-0.57	0.00	0.00	-15.14	53.75

Segment Leq : 53.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-12.05	-0.57	0.00	0.00	-15.15	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.79	0.79

ROAD (0.00 + 32.16 + 0.00) = 32.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.35	0.00	-14.28	-1.18	0.00	0.00	-13.73	32.16

Segment Leq : 32.16 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.71	0.71

ROAD (0.00 + 28.75 + 0.00) = 28.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.93	0.00	-16.05	-1.18	0.00	0.00	-13.95	28.75

Segment Leq : 28.75 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.64	0.00	-17.33	-1.46	0.00	0.00	0.00	40.85

Segment Leq : 40.85 dBA

Total Leq All Segments: 57.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-17.54	-1.31	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-14.24	-1.34	0.00	0.00	0.00	42.24

Segment Leq : 42.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 51.24 + 0.00) = 51.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-11.80	-0.34	0.00	0.00	-14.96	51.24

Segment Leq : 51.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.70	!	2.70

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-11.26	-0.35	0.00	0.00	-14.95	49.54

Segment Leq : 49.54 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	0.85	!	0.85

ROAD (0.00 + 28.71 + 0.00) = 28.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.88	0.00	-13.64	-1.00	0.00	0.00	-13.52	28.71

Segment Leq : 28.71 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	0.72	0.72

ROAD (0.00 + 26.30 + 0.00) = 26.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.42	0.00	-15.24	-1.01	0.00	0.00	-13.87	26.30

Segment Leq : 26.30 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.27 + 0.00) = 34.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.16	0.00	-16.53	-1.35	0.00	0.00	0.00	34.27

Segment Leq : 34.27 dBA

Total Leq All Segments: 54.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.16
(NIGHT): 54.02

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-19.79	-1.46	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 45.85 + 0.00) = 45.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-17.31	-1.46	0.00	0.00	0.00	45.85

Segment Leq : 45.85 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-13.86	-0.57	0.00	0.00	-15.19	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.43	-0.57	0.00	0.00	-15.22	50.42

Segment Leq : 50.42 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.78	0.78

ROAD (0.00 + 30.09 + 0.00) = 30.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.35	0.00	-16.32	-1.18	0.00	0.00	-13.77	30.09

Segment Leq : 30.09 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.70	0.70

ROAD (0.00 + 27.35 + 0.00) = 27.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.93	0.00	-17.43	-1.18	0.00	0.00	-13.97	27.35

Segment Leq : 27.35 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.86 + 0.00) = 40.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.64	0.00	-17.33	-1.46	0.00	0.00	0.00	40.86

Segment Leq : 40.86 dBA

Total Leq All Segments: 55.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 37.91 + 0.00) = 37.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-18.91	-1.31	0.00	0.00	0.00	37.91

Segment Leq : 37.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-16.82	-1.34	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 50.02 + 0.00) = 50.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.93	-0.34	0.00	0.00	-15.05	50.02

Segment Leq : 50.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.63 !	2.63

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.53	-0.35	0.00	0.00	-15.06	48.15

Segment Leq : 48.15 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	0.83 !	0.83

ROAD (0.00 + 26.81 + 0.00) = 26.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.88	0.00	-15.47	-1.00	0.00	0.00	-13.60	26.81

Segment Leq : 26.81 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.70	!	0.70

ROAD (0.00 + 24.99 + 0.00) = 24.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.42	0.00	-16.50	-1.01	0.00	0.00	-13.92	24.99

Segment Leq : 24.99 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.28 + 0.00) = 34.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.17	0.00	-16.53	-1.35	0.00	0.00	0.00	34.28

Segment Leq : 34.28 dBA

Total Leq All Segments: 52.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.69
(NIGHT): 52.66

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-9.46	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-6.96	0.00	0.00	0.00	0.00	55.22

Segment Leq : 55.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-8.75	0.00	0.00	0.00	-13.48	60.51

Segment Leq : 60.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.62 !	2.62

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.99	0.00	0.00	0.00	-13.56	59.33

Segment Leq : 59.33 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.88	0.88

ROAD (0.00 + 36.53 + 0.00) = 36.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-7.62	0.00	0.00	0.00	-17.20	36.53

Segment Leq : 36.53 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.77	0.77

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-9.02	0.00	0.00	0.00	-17.28	33.63

Segment Leq : 33.63 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.64 + 0.00) = 59.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	0.00	0.00	0.00	0.00	0.00	59.64

Segment Leq : 59.64 dBA

Total Leq All Segments: 65.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-9.05	0.00	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 47.61 + 0.00) = 47.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.20	0.00	0.00	0.00	0.00	47.61

Segment Leq : 47.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-8.26	0.00	0.00	0.00	-13.07	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-7.40	0.00	0.00	0.00	-13.04	57.11

Segment Leq : 57.11 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	1.00	!	1.00

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.98	0.00	0.00	0.00	-17.03	32.87

Segment Leq : 32.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.81	!	0.81

ROAD (0.00 + 30.71 + 0.00) = 30.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-8.52	0.00	0.00	0.00	-17.19	30.71

Segment Leq : 30.71 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.17	0.00	-0.79	0.00	0.00	0.00	0.00	51.37

Segment Leq : 51.37 dBA

Total Leq All Segments: 61.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.59
(NIGHT): 61.47

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-10.73	0.00	0.00	0.00	0.00	54.57

Segment Leq : 54.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-8.86	0.00	0.00	0.00	0.00	53.32

Segment Leq : 53.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.58	!	2.58

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-10.18	0.00	0.00	0.00	-13.58	58.98

Segment Leq : 58.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-9.65	0.00	0.00	0.00	-13.69	57.54

Segment Leq : 57.54 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.84	0.84

ROAD (0.00 + 34.73 + 0.00) = 34.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-9.37	0.00	0.00	0.00	-17.25	34.73

Segment Leq : 34.73 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.74	0.74

ROAD (0.00 + 32.24 + 0.00) = 32.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-10.38	0.00	0.00	0.00	-17.31	32.24

Segment Leq : 32.24 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.64 + 0.00) = 59.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	0.00	0.00	0.00	0.00	0.00	59.64

Segment Leq : 59.64 dBA

Total Leq All Segments: 64.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 47.99 + 0.00) = 47.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-10.43	0.00	0.00	0.00	0.00	47.99

Segment Leq : 47.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-8.39	0.00	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-9.84	0.00	0.00	0.00	-13.31	55.99

Segment Leq : 55.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.67 !	2.67

ROAD (0.00 + 54.95 + 0.00) = 54.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-9.23	0.00	0.00	0.00	-13.38	54.95

Segment Leq : 54.95 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	0.92 !	0.92

ROAD (0.00 + 30.78 + 0.00) = 30.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-8.95	0.00	0.00	0.00	-17.15	30.78

Segment Leq : 30.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.76	!	0.76

ROAD (0.00 + 29.12 + 0.00) = 29.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-10.05	0.00	0.00	0.00	-17.25	29.12

Segment Leq : 29.12 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.17	0.00	-0.79	0.00	0.00	0.00	0.00	51.37

Segment Leq : 51.37 dBA

Total Leq All Segments: 59.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.45
(NIGHT): 59.76

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-11.26	-1.46	0.00	0.00	0.00	52.58

Segment Leq : 52.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-15.54	-1.46	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-10.00	-0.71	0.00	0.00	-13.40	58.64

Segment Leq : 58.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.58	2.58

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-11.01	-0.71	0.00	0.00	-13.62	55.54

Segment Leq : 55.54 dBA

Total Leq All Segments: 61.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-10.94	-1.30	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-15.06	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-9.46	-0.50	0.00	0.00	-13.01	56.17

Segment Leq : 56.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.72 ! 2.72

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-10.37	-0.50	0.00	0.00	-13.30	53.38

Segment Leq : 53.38 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.15
(NIGHT): 58.32

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 40.12 + 0.00) = 40.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-23.72	-1.46	0.00	0.00	0.00	40.12

Segment Leq : 40.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-22.49	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.74	0.00	-16.19	-0.42	0.00	0.00	-16.19	49.94

Segment Leq : 49.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.42	2.42

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.89	0.00	-16.00	-0.43	0.00	0.00	-16.25	48.21

Segment Leq : 48.21 dBA

Total Leq All Segments: 52.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 34.98 + 0.00) = 34.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-22.13	-1.30	0.00	0.00	0.00	34.98

Segment Leq : 34.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-21.21	-1.34	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.55	2.55

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.14	0.00	-14.72	-0.18	0.00	0.00	-16.13	48.11

Segment Leq : 48.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.48 ! 2.48

ROAD (0.00 + 46.66 + 0.00) = 46.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	77.55	0.00	-14.52	-0.19	0.00	0.00	-16.19	46.66

Segment Leq : 46.66 dBA

Total Leq All Segments: 50.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.60
(NIGHT): 50.63

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```
-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
```

Data for Segment # 5: Howard Ave (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
```

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.40 0.00 0.00 0.00 -9.99 44.15
-----
```

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	-1.19	!	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.71	!	2.71

ROAD (0.00 + 59.05 + 0.00) = 59.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.63	0.00	0.00	0.00	-15.02	59.05

Segment Leq : 59.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 57.99 + 0.00) = 57.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.85	0.00	0.00	0.00	-15.04	57.99

Segment Leq : 57.99 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 61.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.22 !	4.50 !	1.34 !	3.84

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.49	0.00	0.00	0.00	-5.84	40.67

Segment Leq : 40.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.02 !	4.50 !	0.57 !	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 55.58 + 0.00) = 55.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.75	0.00	0.00	0.00	-14.74	55.58

Segment Leq : 55.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 54.87 + 0.00) = 54.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.99	0.00	0.00	0.00	-14.71	54.87

Segment Leq : 54.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 58.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.88
(NIGHT): 58.51

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18022/1325 veh/TimePeriod *
Medium truck volume : 218/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.15
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! -1.01 ! 1.49
  
```

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.30 0.00 -9.65 0.00 0.00 0.00 -9.89 45.75
-----
  
```

Segment Leq : 45.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-1.26 !	1.24

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-6.20	0.00	0.00	0.00	-11.14	44.85

Segment Leq : 44.85 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 58.68 + 0.00) = 58.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-9.01	0.00	0.00	0.00	-15.05	58.68

Segment Leq : 58.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-8.30	0.00	0.00	0.00	-15.10	57.48

Segment Leq : 57.48 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.97

Segment Leq : 45.97 dBA

Total Leq All Segments: 61.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	4.50 !	1.42 !	3.92

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-9.75	0.00	0.00	0.00	-5.72	42.96

Segment Leq : 42.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	0.46 !	2.96

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.40	0.00	0.00	0.00	-7.79	39.62

Segment Leq : 39.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.40 ! 4.50 ! 2.81 ! 2.81

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-9.12	0.00	0.00	0.00	-14.79	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.32 ! 4.50 ! 2.80 ! 2.80

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-8.43	0.00	0.00	0.00	-14.81	54.32

Segment Leq : 54.32 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.16	0.00	-10.41	0.00	0.00	0.00	-5.66	42.09

Segment Leq : 42.09 dBA

Total Leq All Segments: 58.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.48
(NIGHT): 58.12

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18022/1325 veh/TimePeriod *
Medium truck volume : 218/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.15

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99
  
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 65.11 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.86
-----
  
```

Segment Leq : 38.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.65	0.00	-7.75	-1.17	0.00	0.00	-8.25	48.49

Segment Leq : 48.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.17 + 0.00) = 63.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-10.61	0.00	0.00	0.00	-8.97	63.17

Segment Leq : 63.17 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.16	0.00	0.00	0.00	-8.94	61.02

Segment Leq : 61.02 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-9.41	0.00	0.00	0.00	-7.61	49.47

Segment Leq : 49.47 dBA

Results segment # 6: 401NB onramp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.28	0.00	-9.99	0.00	0.00	0.00	-15.39	37.90

Segment Leq : 37.90 dBA

Total Leq All Segments: 65.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.24	4.24

ROAD (0.00 + 37.51 + 0.00) = 37.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.69	0.00	-16.67	-0.99	0.00	0.00	-3.12	36.91*
-90	90	0.59	57.69	0.00	-18.84	-1.33	0.00	0.00	0.00	37.51

* Bright Zone !

Segment Leq : 37.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.61	3.61

ROAD (0.00 + 47.01 + 0.00) = 47.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.98	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.94*
-90	90	0.59	56.98	0.00	-8.64	-1.33	0.00	0.00	0.00	47.01

* Bright Zone !

Segment Leq : 47.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 59.77 + 0.00) = 59.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.71	0.00	0.00	0.00	-8.66	59.77

Segment Leq : 59.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 58.87 + 0.00) = 58.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-10.24	0.00	0.00	0.00	-8.60	58.87

Segment Leq : 58.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.16	0.00	-9.51	0.00	0.00	0.00	-2.75	45.90*
-90	90	0.00	58.16	0.00	-9.51	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.88	0.00	0.00	0.00	-15.39	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 62.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.46
(NIGHT): 62.67

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8727/1576 veh/TimePeriod *
Medium truck volume : 715/129 veh/TimePeriod *
Heavy truck volume : 6198/1120 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18464
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.57
Heavy Truck % of Total Volume : 39.63
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9581/1298 veh/TimePeriod *
Medium truck volume : 181/24 veh/TimePeriod *
Heavy truck volume : 685/93 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11862
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 6.56
Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8873/2002 veh/TimePeriod *
Medium truck volume : 169/38 veh/TimePeriod *
Heavy truck volume : 598/135 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11814
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 8237/1947 veh/TimePeriod *
Medium truck volume : 107/25 veh/TimePeriod *
Heavy truck volume : 54/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.11 0.00 -12.78 0.00 0.00 0.00 -8.08 44.25
-----
  
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.65	0.00	-5.95	-1.17	0.00	0.00	-8.98	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.60 + 0.00) = 61.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.79	0.00	-11.24	0.00	0.00	0.00	-7.95	61.60

Segment Leq : 61.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.80	0.00	0.00	0.00	-7.95	61.36

Segment Leq : 61.36 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.28	0.00	-6.35	0.00	0.00	0.00	-8.52	48.41

Segment Leq : 48.41 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 51.43 + 0.00) = 51.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.87	0.00	-9.34	0.00	0.00	0.00	-8.10	51.43

Segment Leq : 51.43 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.35	0.00	-12.65	0.00	0.00	0.00	-8.03	47.68

Segment Leq : 47.68 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.69 + 0.00) = 43.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.20	0.00	-11.37	0.00	0.00	0.00	-8.13	43.69

Segment Leq : 43.69 dBA

Total Leq All Segments: 65.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.35	4.35

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-12.83	0.00	0.00	0.00	-1.47	43.39*
-90	90	0.00	57.69	0.00	-12.83	0.00	0.00	0.00	0.00	44.86

* Bright Zone !

Segment Leq : 44.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.35	3.35

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.98	0.00	-6.06	-0.99	0.00	0.00	-4.83	45.11*
-90	90	0.59	56.98	0.00	-6.85	-1.33	0.00	0.00	0.00	48.80

* Bright Zone !

Segment Leq : 48.80 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.37	0.00	-11.30	0.00	0.00	0.00	-1.55	63.51*
-90	90	0.00	76.37	0.00	-11.30	0.00	0.00	0.00	0.00	65.07

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.83 + 0.00) = 66.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-10.88	0.00	0.00	0.00	-1.59	65.24*
-90	90	0.00	77.71	0.00	-10.88	0.00	0.00	0.00	0.00	66.83

* Bright Zone !

Segment Leq : 66.83 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-6.55	0.00	0.00	0.00	-13.38	37.65

Segment Leq : 37.65 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	1.64	1.64

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.20	0.00	-9.44	0.00	0.00	0.00	-11.31	42.46

Segment Leq : 42.46 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.58	4.50	4.36	4.36

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.90	0.00	-12.69	0.00	0.00	0.00	-1.61	50.59*
-90	90	0.00	64.90	0.00	-12.69	0.00	0.00	0.00	0.00	52.21

* Bright Zone !

Segment Leq : 52.21 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	4.28	!	4.28

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.95	0.00	-11.44	0.00	0.00	0.00	-2.10	46.41*
-90	90	0.00	59.95	0.00	-11.44	0.00	0.00	0.00	0.00	48.52

* Bright Zone !

Segment Leq : 48.52 dBA

Total Leq All Segments: 69.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.08
(NIGHT): 69.24

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16012/3441 veh/TimePeriod *
Medium truck volume : 835/179 veh/TimePeriod *
Heavy truck volume : 5895/1267 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14768/3200 veh/TimePeriod *
Medium truck volume : 1135/246 veh/TimePeriod *
Heavy truck volume : 9603/2081 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
    
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.65 ! 1.65
    
```

ROAD (0.00 + 62.41 + 0.00) = 62.41 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.82 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.41
-----
    
```

Segment Leq : 62.41 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.91 + 0.00) = 65.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.72	0.00	-8.73	-1.08	0.00	0.00	-7.00	65.91

Segment Leq : 65.91 dBA

Total Leq All Segments: 67.51 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.99	3.99

ROAD (0.00 + 64.73 + 0.00) = 64.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.15	0.00	-9.84	-0.91	0.00	0.00	-3.76	62.64*
-90	90	0.55	77.15	0.00	-11.16	-1.26	0.00	0.00	0.00	64.73

* Bright Zone !

Segment Leq : 64.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.07 ! 4.07

ROAD (0.00 + 68.22 + 0.00) = 68.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.09	0.00	-8.48	-0.90	0.00	0.00	-2.81	66.90*
-90	90	0.54	79.09	0.00	-9.62	-1.25	0.00	0.00	0.00	68.22

* Bright Zone !

Segment Leq : 68.22 dBA

Total Leq All Segments: 69.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.51
(NIGHT): 69.83

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.21 + 0.00) = 64.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.89	0.00	-17.72	-0.97	0.00	0.00	0.00	64.21

Segment Leq : 64.21 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.32	0.00	-18.11	-0.97	0.00	0.00	0.00	60.24

Segment Leq : 60.24 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-23.28	-1.46	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-23.63	-1.46	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.83 + 0.00) = 62.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.24	0.00	-16.63	-0.78	0.00	0.00	0.00	62.83

Segment Leq : 62.83 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.98	0.00	-17.00	-0.78	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-22.47	-1.31	0.00	0.00	0.00	45.77

Segment Leq : 45.77 dBA

Total Leq All Segments: 64.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.29
(NIGHT): 64.95

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1461/404 veh/TimePeriod *
Medium truck volume : 83/23 veh/TimePeriod *
Heavy truck volume : 829/229 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 78.33

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 13694/2837 veh/TimePeriod *
Medium truck volume : 273/56 veh/TimePeriod *
Heavy truck volume : 1093/226 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18179
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 7.26
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 19108/1725 veh/TimePeriod *
Medium truck volume : 502/45 veh/TimePeriod *
Heavy truck volume : 250/23 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21654
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.53
Heavy Truck % of Total Volume : 1.26
Day (16 hrs) % of Total Volume : 91.72

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.19 + 0.00) = 65.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.89	0.00	-16.74	-0.97	0.00	0.00	0.00	65.19

Segment Leq : 65.19 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.20 + 0.00) = 61.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.32	0.00	-17.15	-0.97	0.00	0.00	0.00	61.20

Segment Leq : 61.20 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	68.64	0.00	-20.10	-1.14	0.00	0.00	0.00	47.40

Segment Leq : 47.40 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.64 m

ROAD (0.00 + 52.77 + 0.00) = 52.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.79	0.00	-16.83	-1.19	0.00	0.00	0.00	52.77

Segment Leq : 52.77 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-22.23	-1.43	0.00	0.00	0.00	38.44

Segment Leq : 38.44 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-23.28	-1.46	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-23.63	-1.46	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.06 m

ROAD (0.00 + 62.54 + 0.00) = 62.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.10	0.00	-5.56	0.00	0.00	0.00	0.00	62.54

Segment Leq : 62.54 dBA

Total Leq All Segments: 68.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.24	0.00	-15.72	-0.78	0.00	0.00	0.00	63.74

Segment Leq : 63.74 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.10 + 0.00) = 61.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.98	0.00	-16.11	-0.78	0.00	0.00	0.00	61.10

Segment Leq : 61.10 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.06	0.00	-18.93	-0.97	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.64 m

ROAD (0.00 + 50.02 + 0.00) = 50.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.96	0.00	-15.92	-1.01	0.00	0.00	0.00	50.02

Segment Leq : 50.02 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-21.07	-1.27	0.00	0.00	0.00	39.92

Segment Leq : 39.92 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-22.47	-1.31	0.00	0.00	0.00	45.77

Segment Leq : 45.77 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.06 m

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.69	0.00	-5.80	0.00	0.00	0.00	0.00	54.89

Segment Leq : 54.89 dBA

Total Leq All Segments: 66.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.59
(NIGHT): 66.31

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-25.26	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.53 + 0.00) = 63.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-17.95	-1.41	0.00	0.00	0.00	63.53

Segment Leq : 63.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.31 + 0.00) = 59.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.32	0.00	-18.60	-1.41	0.00	0.00	0.00	59.31

Segment Leq : 59.31 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-22.50	-1.46	0.00	0.00	0.00	52.45

Segment Leq : 52.45 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-25.12	-1.45	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.65 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-24.12	-1.33	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.50 + 0.00) = 62.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.24	0.00	-16.48	-1.25	0.00	0.00	0.00	62.50

Segment Leq : 62.50 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.98	0.00	-17.17	-1.25	0.00	0.00	0.00	59.56

Segment Leq : 59.56 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-23.79	-1.29	0.00	0.00	0.00	42.09

Segment Leq : 42.09 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-2.34	-1.35	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 64.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.65
(NIGHT): 64.55

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 13694/2837 veh/TimePeriod *
Medium truck volume : 273/56 veh/TimePeriod *
Heavy truck volume : 1093/226 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18179
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 7.26
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.63 + 0.00) = 41.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-25.24	-1.46	0.00	0.00	0.00	41.63

Segment Leq : 41.63 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 70.82 + 0.00) = 70.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	82.89	0.00	-10.76	-1.31	0.00	0.00	0.00	70.82

Segment Leq : 70.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	79.32	0.00	-12.28	-1.31	0.00	0.00	0.00	65.73

Segment Leq : 65.73 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-14.45	-1.43	0.00	0.00	0.00	46.22

Segment Leq : 46.22 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-22.50	-1.46	0.00	0.00	0.00	52.45

Segment Leq : 52.45 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.64 m

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.79	0.00	-24.74	-1.45	0.00	0.00	0.00	44.60

Segment Leq : 44.60 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 72.15 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-24.07	-1.33	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 70.11 + 0.00) = 70.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	80.24	0.00	-8.98	-1.14	0.00	0.00	0.00	70.11

Segment Leq : 70.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 66.02 + 0.00) = 66.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	77.98	0.00	-10.82	-1.14	0.00	0.00	0.00	66.02

Segment Leq : 66.02 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 47.95 + 0.00) = 47.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-13.04	-1.27	0.00	0.00	0.00	47.95

Segment Leq : 47.95 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.64 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.96	0.00	-23.35	-1.29	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-2.34	-1.35	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 71.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.15
(NIGHT): 71.61

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 54.58 + 0.00) = 54.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.89	0.00	-11.81	-0.42	0.00	0.00	-16.08	54.58

Segment Leq : 54.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.62	!	2.62

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-12.34	-0.42	0.00	0.00	-16.10	50.45

Segment Leq : 50.45 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-20.21	-1.45	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-0.87	-1.35	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.24	0.00	-10.97	-0.18	0.00	0.00	-15.96	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 50.35 + 0.00) = 50.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-11.46	-0.18	0.00	0.00	-15.99	50.35

Segment Leq : 50.35 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 46.94 + 0.00) = 46.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-18.94	-1.29	0.00	0.00	0.00	46.94

Segment Leq : 46.94 dBA

Total Leq All Segments: 56.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.37
(NIGHT): 56.91

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```
-----
Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82
```

Data for Segment # 8: EC Row ramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 60.42 + 0.00) = 60.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.89	0.00	-6.37	-0.42	0.00	0.00	-15.68	60.42

Segment Leq : 60.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.31 + 0.00) = 55.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-7.75	-0.42	0.00	0.00	-15.84	55.31

Segment Leq : 55.31 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-19.29	-1.45	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.11 m

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-20.47	-1.43	0.00	0.00	0.00	40.20

Segment Leq : 40.20 dBA

Total Leq All Segments: 62.88 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-0.87	-1.35	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.59 + 0.00) = 58.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.24	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.59

Segment Leq : 58.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-7.34	-0.18	0.00	0.00	-15.52	54.94

Segment Leq : 54.94 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-18.02	-1.29	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.11 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-19.42	-1.27	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Total Leq All Segments: 60.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.88
(NIGHT): 60.93

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 49.78 + 0.00) = 49.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.90	0.00	-18.66	-1.46	0.00	0.00	0.00	49.78

Segment Leq : 49.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.71	!	2.71

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.89	0.00	-10.69	-0.26	0.00	0.00	-16.76	55.19

Segment Leq : 55.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.68	!	2.68

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.32	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.99

Segment Leq : 50.99 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 64.89 + 0.00) = 64.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-6.55	0.00	0.00	0.00	0.00	64.89

Segment Leq : 64.89 dBA

Total Leq All Segments: 65.82 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.48	0.00	-17.33	-1.34	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.39	-0.01	0.00	0.00	-16.61	54.23

Segment Leq : 54.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-9.93	-0.01	0.00	0.00	-16.65	51.40

Segment Leq : 51.40 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-5.86	0.00	0.00	0.00	0.00	61.31

Segment Leq : 61.31 dBA

Total Leq All Segments: 62.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.82
(NIGHT): 62.71

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

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-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 5: 401SB onramp (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 49.78 + 0.00) = 49.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.90	0.00	-18.66	-1.46	0.00	0.00	0.00	49.78

Segment Leq : 49.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 56.68 + 0.00) = 56.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.89	0.00	-9.26	-0.26	0.00	0.00	-16.69	56.68

Segment Leq : 56.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.32	0.00	-10.01	-0.26	0.00	0.00	-16.73	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.70 m

ROAD (0.00 + 67.10 + 0.00) = 67.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-4.35	0.00	0.00	0.00	0.00	67.10

Segment Leq : 67.10 dBA

Total Leq All Segments: 67.82 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.48	0.00	-17.33	-1.34	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-7.78	-0.01	0.00	0.00	-16.45	56.00

Segment Leq : 56.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.58	-0.01	0.00	0.00	-16.54	52.86

Segment Leq : 52.86 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.69 m

ROAD (0.00 + 64.65 + 0.00) = 64.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-2.52	0.00	0.00	0.00	0.00	64.65

Segment Leq : 64.65 dBA

Total Leq All Segments: 65.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.82
(NIGHT): 65.59

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 43.43 + 0.00) = 43.43 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.58 61.99 0.00 -12.22 -1.33 0.00 0.00 -5.01 43.43
-----
  
```

Segment Leq : 43.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.50	0.00	-15.69	-1.34	0.00	0.00	-5.01	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	2.91	!	2.91

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.55	0.00	0.00	0.00	-17.89	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.64 !	2.64

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-9.23	0.00	0.00	0.00	-17.96	53.18

Segment Leq : 53.18 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.62 + 0.00) = 49.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.08	49.62

Segment Leq : 49.62 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.15 !	1.15

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-8.05	0.00	0.00	0.00	-18.65	39.45

Segment Leq : 39.45 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	1.50 !	1.86 !	1.86

ROAD (0.00 + 43.39 + 0.00) = 43.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-9.47	0.00	0.00	0.00	-18.58	43.39

Segment Leq : 43.39 dBA

Total Leq All Segments: 59.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	4.38	4.38

ROAD (0.00 + 40.86 + 0.00) = 40.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.19	0.00	-11.30	-1.17	0.00	0.00	-0.07	41.65*
-90	90	0.59	54.19	0.00	-11.99	-1.33	0.00	0.00	0.00	40.86

* Bright Zone !

Segment Leq : 40.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	4.42	4.42

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.07	0.00	-14.67	-1.18	0.00	0.00	-0.07	44.16*
-90	90	0.59	60.07	0.00	-15.56	-1.34	0.00	0.00	0.00	43.17

* Bright Zone !

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	4.50 !	3.09 !	3.09

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.43	0.00	0.00	0.00	-17.79	53.20

Segment Leq : 53.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 49.88 + 0.00) = 49.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.12	0.00	0.00	0.00	-17.88	49.88

Segment Leq : 49.88 dBA

Results segment # 5: Lambton Rd (night)

 Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	5.71	5.71

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	99.00	148.42
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

* Bright Zone !

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.21	1.21

ROAD (0.00 + 34.50 + 0.00) = 34.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-7.91	0.00	0.00	0.00	-18.59	34.50

 Segment Leq : 34.50 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.90 ! 1.90

ROAD (0.00 + 39.29 + 0.00) = 39.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-9.34	0.00	0.00	0.00	-18.54	39.29

Segment Leq : 39.29 dBA

Total Leq All Segments: 56.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.26
(NIGHT): 56.41

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5876/542 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5652/440 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6100
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14
    
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.59 ! 1.50 ! -0.62 ! 1.38
    
```

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.35 0.00 -6.53 0.00 0.00 0.00 -10.58 43.24
-----
    
```

Segment Leq : 43.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 40.47 + 0.00) = 40.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-9.19	0.00	0.00	0.00	-10.27	40.47

Segment Leq : 40.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-7.61	0.00	0.00	0.00	-17.84	57.57

Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.74 !	2.74

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.43	0.00	0.00	0.00	-17.93	54.01

Segment Leq : 54.01 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.04 + 0.00) = 41.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.58	41.04

Segment Leq : 41.04 dBA

Total Leq All Segments: 59.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	1.85	3.85

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.11	0.00	-6.72	0.00	0.00	0.00	-5.00	41.39*
-90	90	0.00	53.11	0.00	-6.72	0.00	0.00	0.00	0.00	46.39

* Bright Zone !

Segment Leq : 46.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.73	0.00	-9.29	0.00	0.00	0.00	-4.86	37.57*
-90	90	0.00	51.73	0.00	-9.29	0.00	0.00	0.00	0.00	42.44

* Bright Zone !

Segment Leq : 42.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	4.50 !	3.21 !	3.21

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.76	0.00	0.00	0.00	-17.73	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.88 !	2.88

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.55	0.00	0.00	0.00	-17.85	50.48

Segment Leq : 50.48 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 38.91 + 0.00) = 38.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-6.30	0.00	0.00	0.00	-5.00	38.91

Segment Leq : 38.91 dBA

Total Leq All Segments: 56.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.39
(NIGHT): 56.31

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.38	0.00	-15.08	-1.46	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-19.01	-1.46	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.15 + 0.00) = 55.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	83.03	0.00	-10.52	-0.10	0.00	0.00	-17.27	55.15

Segment Leq : 55.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.56	2.56

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	79.97	0.00	-11.05	-0.11	0.00	0.00	-17.34	51.48

Segment Leq : 51.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.52	-1.46	0.00	0.00	0.00	38.62

Segment Leq : 38.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.37 m

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-15.88	-1.46	0.00	0.00	0.00	47.64

Segment Leq : 47.64 dBA

Total Leq All Segments: 57.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.57	0.00	-14.90	-1.46	0.00	0.00	0.00	40.21

Segment Leq : 40.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.12 + 0.00) = 31.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.48	0.00	-18.90	-1.46	0.00	0.00	0.00	31.12

Segment Leq : 31.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.38	0.00	-10.43	-0.10	0.00	0.00	-17.27	51.59

Segment Leq : 51.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.57	2.57

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	76.13	0.00	-10.97	-0.11	0.00	0.00	-17.33	47.72

Segment Leq : 47.72 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.09	0.00	-18.41	-1.46	0.00	0.00	0.00	33.22

Segment Leq : 33.22 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.37 m

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.04	0.00	-15.72	-1.46	0.00	0.00	0.00	43.86

Segment Leq : 43.86 dBA

Total Leq All Segments: 53.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.81
(NIGHT): 53.83

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 24930/1688 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.66

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 41.51 + 0.00) = 41.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.38	0.00	-21.41	-1.46	0.00	0.00	0.00	41.51

Segment Leq : 41.51 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.17 + 0.00) = 36.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-22.90	-1.46	0.00	0.00	0.00	36.17

Segment Leq : 36.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 51.06 + 0.00) = 51.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.15	-0.57	0.00	0.00	-15.26	51.06

Segment Leq : 51.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.47	-0.58	0.00	0.00	-15.44	47.49

Segment Leq : 47.49 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.03	0.00	-4.96	0.00	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Total Leq All Segments: 60.04 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 34.73 + 0.00) = 34.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-20.49	-1.35	0.00	0.00	0.00	34.73

Segment Leq : 34.73 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.15 + 0.00) = 28.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.48	0.00	-21.98	-1.35	0.00	0.00	0.00	28.15

Segment Leq : 28.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-14.86	-0.34	0.00	0.00	-15.16	49.03

Segment Leq : 49.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.43 !	2.43

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.18	-0.35	0.00	0.00	-15.35	45.25

Segment Leq : 45.25 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.34	0.00	-2.22	0.00	0.00	0.00	0.00	53.13

Segment Leq : 53.13 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 55.09

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 24930/1688 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.66

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.01	-1.46	0.00	0.00	0.00	41.31

Segment Leq : 41.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.04	0.00	-23.35	-1.46	0.00	0.00	0.00	39.23

Segment Leq : 39.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 50.70 + 0.00) = 50.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.49	-0.57	0.00	0.00	-15.27	50.70

Segment Leq : 50.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.37	!	2.37

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.80	-0.58	0.00	0.00	-15.44	47.15

Segment Leq : 47.15 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.87 + 0.00) = 55.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.03	0.00	-6.70	-1.46	0.00	0.00	0.00	55.87

Segment Leq : 55.87 dBA

Total Leq All Segments: 57.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.43	0.00	-21.19	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.76	0.00	-22.44	-1.34	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-15.31	-0.34	0.00	0.00	-15.18	48.55

Segment Leq : 48.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.41	!	2.41

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.60	-0.35	0.00	0.00	-15.36	44.81

Segment Leq : 44.81 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.34	0.00	-4.08	-1.35	0.00	0.00	0.00	49.91

Segment Leq : 49.91 dBA

Total Leq All Segments: 53.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.62
(NIGHT): 53.10

Filename: 35S_HI_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 15514/1269 veh/TimePeriod *
Medium truck volume : 150/12 veh/TimePeriod *
Heavy truck volume : 74/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.44
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.19	-1.46	0.00	0.00	0.00	41.13

Segment Leq : 41.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.04	0.00	-23.35	-1.46	0.00	0.00	0.00	39.23

Segment Leq : 39.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.51	-0.57	0.00	0.00	-15.27	50.69

Segment Leq : 50.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.37	!	2.37

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.85	-0.58	0.00	0.00	-15.45	47.10

Segment Leq : 47.10 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.83 m

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.54	0.00	-14.87	-1.46	0.00	0.00	0.00	49.22

Segment Leq : 49.22 dBA

Total Leq All Segments: 54.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 33.73 + 0.00) = 33.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.43	0.00	-21.36	-1.34	0.00	0.00	0.00	33.73

Segment Leq : 33.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.76	0.00	-22.44	-1.34	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-15.33	-0.34	0.00	0.00	-15.18	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.41	!	2.41

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.64	-0.35	0.00	0.00	-15.36	44.77

Segment Leq : 44.77 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.83 m

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.67	0.00	-14.48	-1.34	0.00	0.00	0.00	41.85

Segment Leq : 41.85 dBA

Total Leq All Segments: 50.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.37
(NIGHT): 50.83

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.28	-1.46	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-19.54	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.96	-0.57	0.00	0.00	-15.16	53.43

Segment Leq : 53.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.54	2.54

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.51	-0.57	0.00	0.00	-15.22	50.33

Segment Leq : 50.33 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.92	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.15	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Total Leq All Segments: 56.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.78	-1.35	0.00	0.00	0.00	40.14

Segment Leq : 40.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.82	-1.34	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.93

Segment Leq : 50.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.62	2.62

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.58	-0.35	0.00	0.00	-15.06	48.10

Segment Leq : 48.10 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-18.28	-1.35	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.38	-1.31	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.52

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.28	-1.46	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-19.54	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.96	-0.57	0.00	0.00	-15.16	53.43

Segment Leq : 53.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.54	2.54

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.51	-0.57	0.00	0.00	-15.22	50.33

Segment Leq : 50.33 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.92	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.15	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Total Leq All Segments: 56.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.78	-1.35	0.00	0.00	0.00	40.14

Segment Leq : 40.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.82	-1.34	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.93

Segment Leq : 50.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.62	2.62

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.58	-0.35	0.00	0.00	-15.06	48.10

Segment Leq : 48.10 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-18.28	-1.35	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.38	-1.31	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.52

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.38	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-18.83	-1.46	0.00	0.00	0.00	41.98

Segment Leq : 41.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.84	-0.57	0.00	0.00	-15.15	53.56

Segment Leq : 53.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.55	2.55

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.37	-0.57	0.00	0.00	-15.21	50.47

Segment Leq : 50.47 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.56	-1.46	0.00	0.00	0.00	38.58

Segment Leq : 38.58 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.28	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Total Leq All Segments: 56.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.04 + 0.00) = 40.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.87	-1.35	0.00	0.00	0.00	40.04

Segment Leq : 40.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.91 + 0.00) = 33.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.15	-1.34	0.00	0.00	0.00	33.91

Segment Leq : 33.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-11.97	-0.34	0.00	0.00	-14.97	51.05

Segment Leq : 51.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.63	2.63

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.46	-0.35	0.00	0.00	-15.05	48.23

Segment Leq : 48.23 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.81 + 0.00) = 33.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-17.94	-1.35	0.00	0.00	0.00	33.81

Segment Leq : 33.81 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.51	-1.31	0.00	0.00	0.00	43.22

Segment Leq : 43.22 dBA

Total Leq All Segments: 53.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.63
(NIGHT): 53.61

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-18.87	-1.46	0.00	0.00	0.00	45.86

Segment Leq : 45.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-21.39	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-14.57	-0.57	0.00	0.00	-15.22	51.75

Segment Leq : 51.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-14.99	-0.57	0.00	0.00	-15.27	48.80

Segment Leq : 48.80 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.35	0.00	-21.20	-1.46	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

ROAD (0.00 + 39.36 + 0.00) = 39.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-19.12	-1.46	0.00	0.00	0.00	39.36

Segment Leq : 39.36 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 55.75 + 0.00) = 55.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-5.68	-1.46	0.00	0.00	0.00	55.75

Segment Leq : 55.75 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.07 + 0.00) = 39.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-17.75	-1.31	0.00	0.00	0.00	39.07

Segment Leq : 39.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.08 + 0.00) = 36.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-20.41	-1.34	0.00	0.00	0.00	36.08

Segment Leq : 36.08 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-13.41	-0.34	0.00	0.00	-15.08	49.50

Segment Leq : 49.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.57	2.57

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-13.78	-0.35	0.00	0.00	-15.14	46.82

Segment Leq : 46.82 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

ROAD (0.00 + 35.33 + 0.00) = 35.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-20.21	-1.34	0.00	0.00	0.00	35.33

Segment Leq : 35.33 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.42	0.00	-18.28	-1.35	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.15	0.00	-2.34	-1.35	0.00	0.00	0.00	50.45

Segment Leq : 50.45 dBA

Total Leq All Segments: 54.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 54.29

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-17.27	-1.46	0.00	0.00	0.00	47.46

Segment Leq : 47.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-20.15	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-13.53	-0.57	0.00	0.00	-15.18	52.84

Segment Leq : 52.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.53	2.53

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-14.00	-0.57	0.00	0.00	-15.24	49.82

Segment Leq : 49.82 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

ROAD (0.00 + 39.94 + 0.00) = 39.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.35	0.00	-19.95	-1.46	0.00	0.00	0.00	39.94

Segment Leq : 39.94 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-17.58	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.75 + 0.00) = 55.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-5.68	-1.46	0.00	0.00	0.00	55.75

Segment Leq : 55.75 dBA

Total Leq All Segments: 58.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 40.60 + 0.00) = 40.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-16.22	-1.31	0.00	0.00	0.00	40.60

Segment Leq : 40.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.32 + 0.00) = 37.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-19.17	-1.34	0.00	0.00	0.00	37.32

Segment Leq : 37.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.40	-0.34	0.00	0.00	-15.01	50.59

Segment Leq : 50.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.61	2.61

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.85	-0.35	0.00	0.00	-15.08	47.81

Segment Leq : 47.81 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

ROAD (0.00 + 36.58 + 0.00) = 36.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-18.96	-1.34	0.00	0.00	0.00	36.58

Segment Leq : 36.58 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 38.42 + 0.00) = 38.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.42	0.00	-16.65	-1.35	0.00	0.00	0.00	38.42

Segment Leq : 38.42 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.15	0.00	-2.34	-1.35	0.00	0.00	0.00	50.45

Segment Leq : 50.45 dBA

Total Leq All Segments: 54.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.82
(NIGHT): 54.97

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 59.03 + 0.00) = 59.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-6.27	0.00	0.00	0.00	0.00	59.03

Segment Leq : 59.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-9.65	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.71	0.00	0.00	0.00	-14.93	59.47

Segment Leq : 59.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.69	2.69

ROAD (0.00 + 56.07 + 0.00) = 56.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.63	0.00	-8.51	0.00	0.00	0.00	-15.05	56.07

Segment Leq : 56.07 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-4.37	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.80	0.80

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-8.91	0.00	0.00	0.00	-13.71	38.73

Segment Leq : 38.73 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.75	0.75

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-7.15	0.00	0.00	0.00	-13.81	38.97

Segment Leq : 38.97 dBA

Total Leq All Segments: 64.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-6.47	0.00	0.00	0.00	0.00	51.95

Segment Leq : 51.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-9.75	0.00	0.00	0.00	0.00	44.06

Segment Leq : 44.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.90 + 0.00) = 55.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.34	0.00	-7.85	0.00	0.00	0.00	-14.58	55.90

Segment Leq : 55.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.83	2.83

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.09	0.00	-8.63	0.00	0.00	0.00	-14.76	52.69

Segment Leq : 52.69 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.15	0.00	-3.68	0.00	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.87	0.87

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-9.02	0.00	0.00	0.00	-13.47	34.38

Segment Leq : 34.38 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.80 ! 0.80

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-7.31	0.00	0.00	0.00	-13.59	35.52

Segment Leq : 35.52 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.76
(NIGHT): 59.42

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 65.30 0.00 -1.56 0.00 0.00 0.00 0.00 63.73
-----

```

Segment Leq : 63.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-7.30	0.00	0.00	0.00	0.00	54.88

Segment Leq : 54.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.95 + 0.00) = 62.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-4.72	0.00	0.00	0.00	-14.44	62.95

Segment Leq : 62.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.91	2.91

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.63	0.00	-6.20	0.00	0.00	0.00	-14.77	58.66

Segment Leq : 58.66 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-4.37	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.84	0.84

ROAD (0.00 + 41.14 + 0.00) = 41.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-6.61	0.00	0.00	0.00	-13.59	41.14

Segment Leq : 41.14 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.86	0.86

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-3.78	0.00	0.00	0.00	-13.51	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 67.87 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-2.13	0.00	0.00	0.00	0.00	56.29

Segment Leq : 56.29 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-7.46	0.00	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 59.59 + 0.00) = 59.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.34	0.00	-5.01	0.00	0.00	0.00	-13.74	59.59

Segment Leq : 59.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.14	3.14

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.09	0.00	-6.40	0.00	0.00	0.00	-14.28	55.41

Segment Leq : 55.41 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.15	0.00	-3.68	0.00	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.94	0.94

ROAD (0.00 + 36.84 + 0.00) = 36.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.80	0.00	0.00	0.00	-13.23	36.84

Segment Leq : 36.84 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 39.30 + 0.00) = 39.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-4.13	0.00	0.00	0.00	-12.99	39.30

Segment Leq : 39.30 dBA

Total Leq All Segments: 62.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.87
(NIGHT): 62.67

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-11.26	-1.46	0.00	0.00	0.00	52.58

Segment Leq : 52.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-15.54	-1.46	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-10.00	-0.71	0.00	0.00	-13.40	58.64

Segment Leq : 58.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.58	2.58

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-11.01	-0.71	0.00	0.00	-13.62	55.54

Segment Leq : 55.54 dBA

Total Leq All Segments: 61.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-10.94	-1.30	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-15.06	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-9.46	-0.50	0.00	0.00	-13.01	56.17

Segment Leq : 56.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.72 ! 2.72

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-10.37	-0.50	0.00	0.00	-13.30	53.38

Segment Leq : 53.38 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.15
(NIGHT): 58.32

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 59.74 + 0.00) = 59.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-4.10	-1.46	0.00	0.00	0.00	59.74

Segment Leq : 59.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 48.35 + 0.00) = 48.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-12.38	-1.46	0.00	0.00	0.00	48.35

Segment Leq : 48.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.99	2.99

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-6.37	-0.71	0.00	0.00	-12.96	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.75	2.75

ROAD (0.00 + 58.65 + 0.00) = 58.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-8.17	-0.71	0.00	0.00	-13.36	58.65

Segment Leq : 58.65 dBA

Total Leq All Segments: 65.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-4.61	-1.30	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-12.11	-1.34	0.00	0.00	0.00	40.36

Segment Leq : 40.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.28	3.28

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-6.24	-0.50	0.00	0.00	-12.20	60.20

Segment Leq : 60.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.97 ! 2.97

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-7.82	-0.50	0.00	0.00	-12.83	56.41

Segment Leq : 56.41 dBA

Total Leq All Segments: 62.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.57
(NIGHT): 62.24

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-9.81	-1.46	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-19.60	-1.46	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-11.74	-0.71	0.00	0.00	-13.52	56.77

Segment Leq : 56.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.51	2.51

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-12.51	-0.71	0.00	0.00	-13.70	53.96

Segment Leq : 53.96 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.65	0.00	-9.23	-1.46	0.00	0.00	0.00	57.95

Segment Leq : 57.95 dBA

Total Leq All Segments: 62.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-10.17	-1.46	0.00	0.00	0.00	46.79

Segment Leq : 46.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.81	0.00	-19.70	-1.46	0.00	0.00	0.00	32.65

Segment Leq : 32.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-11.87	-0.71	0.00	0.00	-13.53	53.03

Segment Leq : 53.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.55	0.00	-12.62	-0.71	0.00	0.00	-13.71	50.51

Segment Leq : 50.51 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.60	0.00	-9.62	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.08
(NIGHT): 56.56

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.41 + 0.00) = 54.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-9.43	-1.46	0.00	0.00	0.00	54.41

Segment Leq : 54.41 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-19.38	-1.46	0.00	0.00	0.00	41.35

Segment Leq : 41.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.63 !	2.63

ROAD (0.00 + 56.96 + 0.00) = 56.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-11.57	-0.71	0.00	0.00	-13.51	56.96

Segment Leq : 56.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-12.35	-0.71	0.00	0.00	-13.70	54.12

Segment Leq : 54.12 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.65	0.00	-9.23	-1.46	0.00	0.00	0.00	57.95

Segment Leq : 57.95 dBA

Total Leq All Segments: 62.22 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-9.81	-1.46	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.88 + 0.00) = 32.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.81	0.00	-19.47	-1.46	0.00	0.00	0.00	32.88

Segment Leq : 32.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-11.70	-0.71	0.00	0.00	-13.52	53.21

Segment Leq : 53.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 50.67 + 0.00) = 50.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.55	0.00	-12.47	-0.71	0.00	0.00	-13.70	50.67

Segment Leq : 50.67 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.60	0.00	-9.62	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Total Leq All Segments: 56.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.22
(NIGHT): 56.72

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-6.60	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.65	0.00	-12.45	0.00	0.00	0.00	0.00	53.21

Segment Leq : 53.21 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.69 + 0.00) = 65.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-8.26	0.00	0.00	0.00	-8.79	65.69

Segment Leq : 65.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-8.98	0.00	0.00	0.00	-8.85	62.28

Segment Leq : 62.28 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.28	0.00	-9.63	0.00	0.00	0.00	-15.49	38.17

Segment Leq : 38.17 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.58 + 0.00) = 59.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.65	0.00	-9.07	0.00	0.00	0.00	0.00	59.58

Segment Leq : 59.58 dBA

Total Leq All Segments: 68.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-5.27	0.00	0.00	0.00	0.00	52.42

Segment Leq : 52.42 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 44.83 + 0.00) = 44.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-12.16	0.00	0.00	0.00	0.00	44.83

Segment Leq : 44.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-7.40	0.00	0.00	0.00	-7.99	63.74

Segment Leq : 63.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-8.26	0.00	0.00	0.00	-8.22	61.22

Segment Leq : 61.22 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.99 !	0.99

ROAD (0.00 + 33.23 + 0.00) = 33.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.02	0.00	0.00	0.00	-15.32	33.23

Segment Leq : 33.23 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 51.61 + 0.00) = 51.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.60	0.00	-8.99	0.00	0.00	0.00	0.00	51.61

Segment Leq : 51.61 dBA

Total Leq All Segments: 66.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.59
(NIGHT): 66.07

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 16012/3441 veh/TimePeriod *
Medium truck volume : 835/179 veh/TimePeriod *
Heavy truck volume : 5895/1267 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 14768/3200 veh/TimePeriod *
Medium truck volume : 1135/246 veh/TimePeriod *
Heavy truck volume : 9603/2081 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 64.50 + 0.00) = 64.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.82	0.00	-14.90	-1.42	0.00	0.00	0.00	64.50

Segment Leq : 64.50 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.37 + 0.00) = 67.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.72	0.00	-13.93	-1.41	0.00	0.00	0.00	67.37

Segment Leq : 67.37 dBA

Total Leq All Segments: 69.18 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 61.64 + 0.00) = 61.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.15	0.00	-14.25	-1.26	0.00	0.00	0.00	61.64

Segment Leq : 61.64 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.48 + 0.00) = 64.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.09	0.00	-13.35	-1.25	0.00	0.00	0.00	64.48

Segment Leq : 64.48 dBA

Total Leq All Segments: 66.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.18
(NIGHT): 66.30

**APPENDIX B.4.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 53.45 + 0.00) = 53.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.68	0.00	0.00	0.00	-17.25	53.45

Segment Leq : 53.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-9.05	0.00	0.00	0.00	-17.22	50.89

Segment Leq : 50.89 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.59	!	1.50	!	1.65	!	1.65

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-10.33	0.00	0.00	0.00	-15.80	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.09	!	1.09

ROAD (0.00 + 38.51 + 0.00) = 38.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.61	0.00	0.00	0.00	-18.37	38.51

Segment Leq : 38.51 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 55.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.44	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.42	4.42

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.76	-1.07	0.00	0.00	-5.00	43.78

Segment Leq : 43.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.90 ! 2.90

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.67 0.00 -9.49 0.00 0.00 0.00 -17.14 50.04
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 50.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 2.98 ! 2.98

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 74.75 0.00 -8.86 0.00 0.00 0.00 -17.10 48.79
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 48.79 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.69	!	1.69

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-10.16	0.00	0.00	0.00	-15.70	39.65

Segment Leq : 39.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.17	!	1.17

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.19	0.00	0.00	0.00	-18.31	32.09

Segment Leq : 32.09 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 53.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.93
(NIGHT): 53.74

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.05	0.00	0.00	0.00	-17.22	54.11

Segment Leq : 54.11 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 51.62 + 0.00) = 51.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-8.35	0.00	0.00	0.00	-17.19	51.62

Segment Leq : 51.62 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.59	!	1.50	!	1.66	!	1.66

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.79	0.00	0.00	0.00	-15.79	44.29

Segment Leq : 44.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.13 !	1.13

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-7.77	0.00	0.00	0.00	-18.35	39.37

Segment Leq : 39.37 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 56.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.44 !	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.33 !	4.33

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.90	-1.07	0.00	0.00	-5.08	43.56

Segment Leq : 43.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 50.67 + 0.00) = 50.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.90	0.00	0.00	0.00	-17.10	50.67

Segment Leq : 50.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.17	0.00	0.00	0.00	-17.04	49.54

Segment Leq : 49.54 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.70	!	1.70

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-9.60	0.00	0.00	0.00	-15.67	40.24

Segment Leq : 40.24 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.22	!	1.22

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-7.37	0.00	0.00	0.00	-18.27	32.95

Segment Leq : 32.95 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.59 ! 3.59

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.78	33.17

Segment Leq : 33.17 dBA

Total Leq All Segments: 54.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.59
(NIGHT): 54.27

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
  
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.84 !	2.84

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.79	0.00	0.00	0.00	-17.21	54.38

Segment Leq : 54.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 52.94 + 0.00) = 52.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-8.04	0.00	0.00	0.00	-17.34	52.94

Segment Leq : 52.94 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.06	0.00	0.00	0.00	-15.77	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.67	0.00	0.00	0.00	-17.08	50.92

Segment Leq : 50.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.90	0.00	0.00	0.00	-17.19	47.89

Segment Leq : 47.89 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.99	0.00	0.00	0.00	-15.64	40.89

Segment Leq : 40.89 dBA

Total Leq All Segments: 53.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.15
(NIGHT): 53.54

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
  
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.85 !	2.85

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.67	0.00	0.00	0.00	-17.21	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.90	0.00	0.00	0.00	-17.34	53.09

Segment Leq : 53.09 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-8.99	0.00	0.00	0.00	-15.76	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 57.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.55	0.00	0.00	0.00	-17.07	51.05

Segment Leq : 51.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.75	!	2.75

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.76	0.00	0.00	0.00	-17.18	48.05

Segment Leq : 48.05 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.88	0.00	0.00	0.00	-15.63	41.01

Segment Leq : 41.01 dBA

Total Leq All Segments: 53.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.28
(NIGHT): 53.66

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 49.45
-----
```

Segment Leq : 49.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-5.31	0.00	0.00	0.00	-5.04	52.10

Segment Leq : 52.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 72.21 + 0.00) = 72.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	-5.00	67.22*
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	0.00	72.21

* Bright Zone !

Segment Leq : 72.21 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	1.54	1.54

ROAD (0.00 + 70.47 + 0.00) = 70.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-5.00	65.47*
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	0.00	70.47

* Bright Zone !

Segment Leq : 70.47 dBA

Total Leq All Segments: 74.48 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	3.87	3.87

ROAD (0.00 + 46.42 + 0.00) = 46.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	-0.29	46.14*
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	0.00	46.42

* Bright Zone !

Segment Leq : 46.42 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	3.62	3.62

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	-0.39	49.81*
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	0.00	50.20

* Bright Zone !

Segment Leq : 50.20 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	4.24	4.24

ROAD (0.00 + 67.90 + 0.00) = 67.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-0.27	67.64*
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	0.00	67.90

* Bright Zone !

Segment Leq : 67.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	4.50 !	4.15 !	4.15

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	-0.28	64.71*
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	0.00	64.99

* Bright Zone !

Segment Leq : 64.99 dBA

Total Leq All Segments: 69.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.48
(NIGHT): 69.76

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-12.67	-1.46	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-11.21	-1.46	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.49	2.49

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-15.28	-0.71	0.00	0.00	-13.71	49.44

Segment Leq : 49.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.30	2.30

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-14.94	-0.72	0.00	0.00	-14.05	46.79

Segment Leq : 46.79 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-18.26	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-21.94	-1.46	0.00	0.00	0.00	41.03

Segment Leq : 41.03 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-2.39	0.00	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 60.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-11.51	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-9.90	-1.33	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.57	2.57

ROAD (0.00 + 45.67 + 0.00) = 45.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-14.13	-0.50	0.00	0.00	-13.56	45.67

Segment Leq : 45.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.38	2.38

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.80	-0.51	0.00	0.00	-13.88	41.08

Segment Leq : 41.08 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-17.29	-1.34	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-20.82	-1.33	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-2.86	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.45
(NIGHT): 53.65

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81
    
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-3.29	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 63.10 + 0.00) = 63.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.38	0.00	-0.28	0.00	0.00	0.00	0.00	63.10

Segment Leq : 63.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.54	2.54

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.61	0.00	0.00	0.00	-13.65	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.35	2.35

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-10.16	0.00	0.00	0.00	-13.97	52.38

Segment Leq : 52.38 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 51.42 + 0.00) = 51.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.96	0.00	-9.54	0.00	0.00	0.00	0.00	51.42

Segment Leq : 51.42 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-11.83	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-3.80	0.00	0.00	0.00	0.00	57.54

Segment Leq : 57.54 dBA

Total Leq All Segments: 66.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.54	0.00	-3.68	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-1.03	0.00	0.00	0.00	0.00	55.40

Segment Leq : 55.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.68	0.00	0.00	0.00	-13.45	49.73

Segment Leq : 49.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.46	2.46

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-10.24	0.00	0.00	0.00	-13.76	45.28

Segment Leq : 45.28 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 46.87 + 0.00) = 46.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-9.63	0.00	0.00	0.00	0.00	46.87

Segment Leq : 46.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 45.91 + 0.00) = 45.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-11.89	0.00	0.00	0.00	0.00	45.91

Segment Leq : 45.91 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-1.86	0.00	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Total Leq All Segments: 59.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.75
(NIGHT): 59.61

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.74	0.00	-7.38	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.06	0.00	-6.30	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 61.87 + 0.00) = 61.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.12	0.00	0.00	0.00	-9.25	61.87

Segment Leq : 61.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.47	0.00	0.00	0.00	-9.57	60.34

Segment Leq : 60.34 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-9.44	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Total Leq All Segments: 65.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.10

Segment Leq : 46.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.99	0.00	-6.50	0.00	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.55	2.55

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-9.23	0.00	0.00	0.00	-8.82	58.11

Segment Leq : 58.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	4.50	!	2.47	!	2.47

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.59	0.00	0.00	0.00	-9.08	55.59

Segment Leq : 55.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-9.54	0.00	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 60.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.06
(NIGHT): 60.65

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-16.33	-1.46	0.00	0.00	0.00	42.27

Segment Leq : 42.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-15.48	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.40	2.40

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-14.63	-0.85	0.00	0.00	-11.93	52.83

Segment Leq : 52.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.28	2.28

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-14.12	-0.86	0.00	0.00	-12.18	51.22

Segment Leq : 51.22 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 55.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-15.88	-1.35	0.00	0.00	0.00	34.33

Segment Leq : 34.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-15.09	-1.35	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-13.73	-0.65	0.00	0.00	-11.71	50.07

Segment Leq : 50.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.38 !	2.38

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-13.27	-0.66	0.00	0.00	-11.95	47.40

Segment Leq : 47.40 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 52.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.86
(NIGHT): 52.33

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-15.74	-0.85	0.00	0.00	-11.96	51.69

Segment Leq : 51.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.26	2.26

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-15.30	-0.86	0.00	0.00	-12.23	50.00

Segment Leq : 50.00 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.45	2.45

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-14.75	-0.65	0.00	0.00	-11.78	48.98

Segment Leq : 48.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.34 !	2.34

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-14.35	-0.66	0.00	0.00	-12.04	46.23

Segment Leq : 46.23 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 51.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.66
(NIGHT): 51.19

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```
-----
Car traffic volume : 9859/839   veh/TimePeriod  *
Medium truck volume : 0/0       veh/TimePeriod  *
Heavy truck volume  : 0/0       veh/TimePeriod  *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.16
```

Data for Segment # 5: Cousineau Rd (day/night)

```
-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0           (No woods.)
No of house rows : 0 / 0
Surface         : 2           (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 1           (Flat/gentle slope; no barrier)
Reference angle  : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-11.80	59.54

Segment Leq : 59.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-12.01	58.20

Segment Leq : 58.20 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.66	2.66

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-11.32	56.50

Segment Leq : 56.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-11.42	54.34

Segment Leq : 54.34 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 60.02

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-15.74	-0.85	0.00	0.00	-11.96	51.69

Segment Leq : 51.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.26	2.26

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-15.30	-0.86	0.00	0.00	-12.23	50.00

Segment Leq : 50.00 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.45	2.45

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-14.75	-0.65	0.00	0.00	-11.78	48.98

Segment Leq : 48.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.34 !	2.34

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-14.35	-0.66	0.00	0.00	-12.04	46.23

Segment Leq : 46.23 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 51.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.66
(NIGHT): 51.19

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-11.80	59.54

Segment Leq : 59.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-12.01	58.20

Segment Leq : 58.20 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.66	2.66

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-11.32	56.50

Segment Leq : 56.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-11.42	54.34

Segment Leq : 54.34 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 60.02

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.31	0.00	0.00	0.00	0.00	50.01

Segment Leq : 50.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-8.77	0.00	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.41	2.41

ROAD (0.00 + 57.75 + 0.00) = 57.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-10.58	0.00	0.00	0.00	-11.91	57.75

Segment Leq : 57.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.30	2.30

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-10.10	0.00	0.00	0.00	-12.16	56.12

Segment Leq : 56.12 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 63.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.77	0.00	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 46.93 + 0.00) = 46.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-8.15	0.00	0.00	0.00	0.00	46.93

Segment Leq : 46.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.53	2.53

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-10.18	0.00	0.00	0.00	-11.61	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	4.50	!	2.44	!	2.44

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-9.65	0.00	0.00	0.00	-11.83	51.79

Segment Leq : 51.79 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 58.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.65
(NIGHT): 58.02

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.42 + 0.00) = 36.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-21.44	-1.46	0.00	0.00	0.00	36.42

Segment Leq : 36.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-21.06	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-22.13	-1.42	0.00	0.00	0.00	56.69

Segment Leq : 56.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-21.79	-1.42	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 59.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-20.20	-1.35	0.00	0.00	0.00	30.00

Segment Leq : 30.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.75	-1.35	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-20.53	-1.26	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-20.19	-1.27	0.00	0.00	0.00	51.81

Segment Leq : 51.81 dBA

Total Leq All Segments: 56.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.07
(NIGHT): 56.32

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65
    
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-22.77	-1.46	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-22.46	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-23.26	-1.42	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-23.00	-1.42	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Total Leq All Segments: 57.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-21.58	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 32.52 + 0.00) = 32.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-21.21	-1.35	0.00	0.00	0.00	32.52

Segment Leq : 32.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 53.25 + 0.00) = 53.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-21.65	-1.26	0.00	0.00	0.00	53.25

Segment Leq : 53.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 50.61 + 0.00) = 50.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-21.39	-1.27	0.00	0.00	0.00	50.61

Segment Leq : 50.61 dBA

Total Leq All Segments: 55.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.91
(NIGHT): 55.17

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.53 0.00 0.00 0.00 -11.15 41.64
-----
  
```

Segment Leq : 41.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.51	!	1.50	!	-1.45	!	1.05

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.44	0.00	0.00	0.00	-11.81	44.76

Segment Leq : 44.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 63.98 + 0.00) = 63.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.67	0.00	0.00	0.00	-7.40	63.98

Segment Leq : 63.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 62.49 + 0.00) = 62.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-7.98	62.49

Segment Leq : 62.49 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.14 !	1.36

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.02	0.00	0.00	0.00	-10.20	38.44

Segment Leq : 38.44 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.47	!	2.97

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.72	0.00	0.00	0.00	-7.69	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.58	!	4.50	!	0.13	!	2.63

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-5.60	0.00	0.00	0.00	-8.80	40.68

Segment Leq : 40.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.62	!	2.62

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-8.79	0.00	0.00	0.00	-6.90	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.48 !	2.48

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.04	0.00	0.00	0.00	-7.39	57.84

Segment Leq : 57.84 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.61 !	4.11

ROAD (0.00 + 37.74 + 0.00) = 37.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.13	0.00	0.00	0.00	-5.87	37.74

Segment Leq : 37.74 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-6.55	41.09

Segment Leq : 41.09 dBA

Total Leq All Segments: 62.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 62.41

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.99 0.00 0.00 0.00 -10.93 41.40
-----
  
```

Segment Leq : 41.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.95	0.00	0.00	0.00	-11.47	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 63.45 + 0.00) = 63.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-9.16	0.00	0.00	0.00	-7.44	63.45

Segment Leq : 63.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.29 !	2.29

ROAD (0.00 + 61.82 + 0.00) = 61.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.51	0.00	0.00	0.00	-8.05	61.82

Segment Leq : 61.82 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.44	0.00	0.00	0.00	-10.11	38.10

Segment Leq : 38.10 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 65.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.09 + 0.00) = 37.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-7.16	0.00	0.00	0.00	-7.30	37.09

Segment Leq : 37.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.58	!	4.50	!	0.29	!	2.79

ROAD (0.00 + 40.71 + 0.00) = 40.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-6.16	0.00	0.00	0.00	-8.21	40.71

Segment Leq : 40.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-9.26	0.00	0.00	0.00	-6.99	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.44 !	2.44

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.63	0.00	0.00	0.00	-7.53	57.11

Segment Leq : 57.11 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.24 !	3.74

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.57	0.00	0.00	0.00	-5.95	37.22

Segment Leq : 37.22 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 61.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.82
(NIGHT): 61.81

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 50.72
-----
  
```

Segment Leq : 50.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-4.77	0.00	0.00	0.00	-8.38	52.25

Segment Leq : 52.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-10.63	0.00	0.00	0.00	-9.14	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.13	0.00	0.00	0.00	-9.02	57.21

Segment Leq : 57.21 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.49	1.49

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-4.94	0.00	0.00	0.00	-7.92	54.55

Segment Leq : 54.55 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	-4.51	46.24*
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	0.00	50.74

* Bright Zone !

Segment Leq : 50.74 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.25	3.25

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	-4.94	47.79*
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	0.00	52.73

* Bright Zone !

Segment Leq : 52.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-10.71	0.00	0.00	0.00	-8.83	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.24	0.00	0.00	0.00	-8.68	51.54

Segment Leq : 51.54 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.07	4.07

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	-3.52	45.02*
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	0.00	48.54

* Bright Zone !

Segment Leq : 48.54 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	3.71	3.71

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	-4.17	53.87*
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	0.00	58.03

* Bright Zone !

Segment Leq : 58.03 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-10.08	0.00	0.00	0.00	-15.34	32.23

Segment Leq : 32.23 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 62.07

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5272/643 veh/TimePeriod *
Medium truck volume : 309/38 veh/TimePeriod *
Heavy truck volume : 2574/314 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.79
Heavy Truck % of Total Volume : 31.56
Day (16 hrs) % of Total Volume : 89.13

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7854/1916 veh/TimePeriod *
Medium truck volume : 98/24 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9952
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.39

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 7967/1754 veh/TimePeriod *
Medium truck volume : 141/31 veh/TimePeriod *
Heavy truck volume : 375/83 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 81.96
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.13
-----
  
```

Segment Leq : 50.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.31 !	1.31

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.40	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.08	0.00	-11.24	0.00	0.00	0.00	-7.96	57.89

Segment Leq : 57.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.55 + 0.00) = 57.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.85	0.00	0.00	0.00	-7.95	57.55

Segment Leq : 57.55 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.92	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-9.30	0.00	0.00	0.00	-8.13	49.98

Segment Leq : 49.98 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.65	0.00	0.00	0.00	-8.04	46.11

Segment Leq : 46.11 dBA

Total Leq All Segments: 62.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	-3.71	46.97*
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	0.00	50.68

* Bright Zone !

Segment Leq : 50.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	4.36	!	4.36

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	-1.56	58.09*
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.35	4.35

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	-1.60	57.94*
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	0.00	59.54

* Bright Zone !

Segment Leq : 59.54 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.27	4.27

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.11	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.38

* Bright Zone !

Segment Leq : 48.38 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.20	4.20

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	-2.45	51.39*
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	0.00	53.84

* Bright Zone !

Segment Leq : 53.84 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	-3.95	47.15*
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	0.00	51.10

* Bright Zone !

Segment Leq : 51.10 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	-1.64	48.91*
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	0.00	50.55

* Bright Zone !

Segment Leq : 50.55 dBA

Total Leq All Segments: 64.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.13
(NIGHT): 64.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
```

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.15 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.71
-----
```

Segment Leq : 60.71 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.39	1.50	1.72	1.72

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.62	0.00	-8.73	-1.08	0.00	0.00	-7.01	63.79

Segment Leq : 63.79 dBA

Total Leq All Segments: 65.53 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	4.12	4.12

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.28	0.00	-9.85	-0.91	0.00	0.00	-2.65	61.87*
-90	90	0.55	75.28	0.00	-11.17	-1.26	0.00	0.00	0.00	62.84

* Bright Zone !

Segment Leq : 62.84 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.39 !	4.50 !	3.90 !	3.90

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.83	0.00	-8.48	-0.90	0.00	0.00	-3.93	63.53*
-90	90	0.54	76.83	0.00	-9.62	-1.25	0.00	0.00	0.00	65.96

* Bright Zone !

Segment Leq : 65.96 dBA

Total Leq All Segments: 67.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.53
(NIGHT): 67.68

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.77 + 0.00) = 61.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-17.65	-0.97	0.00	0.00	0.00	61.77

Segment Leq : 61.77 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.16 + 0.00) = 58.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-18.03	-0.97	0.00	0.00	0.00	58.16

Segment Leq : 58.16 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 64.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-16.57	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.92	-0.78	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 61.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.19
(NIGHT): 61.73

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1062/325 veh/TimePeriod *
Medium truck volume : 55/17 veh/TimePeriod *
Heavy truck volume : 551/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 33.02
Day (16 hrs) % of Total Volume : 76.55

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10686/2017 veh/TimePeriod *
Medium truck volume : 195/37 veh/TimePeriod *
Heavy truck volume : 712/134 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13781
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 6.14
Day (16 hrs) % of Total Volume : 84.12

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 16967/1429 veh/TimePeriod *
Medium truck volume : 479/40 veh/TimePeriod *
Heavy truck volume : 239/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19175
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.71
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-16.74	-0.97	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-17.15	-0.97	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 43.33 + 0.00) = 43.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	66.87	0.00	-22.13	-1.41	0.00	0.00	0.00	43.33

Segment Leq : 43.33 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.11	0.00	-16.86	-1.19	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 62.18 + 0.00) = 62.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.18

Segment Leq : 62.18 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.02 m

ROAD (0.00 + 36.96 + 0.00) = 36.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-22.26	-1.43	0.00	0.00	0.00	36.96

Segment Leq : 36.96 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 66.93 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-15.72	-0.78	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.11	-0.78	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	64.75	0.00	-20.97	-1.25	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.92 + 0.00) = 47.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.87	0.00	-15.94	-1.02	0.00	0.00	0.00	47.92

Segment Leq : 47.92 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	-5.80	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.02 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.93
(NIGHT): 63.28

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-25.03	-1.46	0.00	0.00	0.00	35.73

Segment Leq : 35.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.22	-1.46	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.06 + 0.00) = 61.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-17.91	-1.41	0.00	0.00	0.00	61.06

Segment Leq : 61.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-18.56	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.08	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-22.50	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.55	-1.45	0.00	0.00	0.00	44.85

Segment Leq : 44.85 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-21.83	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 39.88 + 0.00) = 39.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-24.16	-1.46	0.00	0.00	0.00	39.88

Segment Leq : 39.88 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 28.96 + 0.00) = 28.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-23.90	-1.34	0.00	0.00	0.00	28.96

Segment Leq : 28.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.15 + 0.00) = 31.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.13	-1.34	0.00	0.00	0.00	31.15

Segment Leq : 31.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-16.52	-1.25	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-17.17	-1.25	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.73	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-21.20	-1.31	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-22.17	-1.30	0.00	0.00	0.00	42.05

Segment Leq : 42.05 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-20.66	-1.33	0.00	0.00	0.00	35.52

Segment Leq : 35.52 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-23.02	-1.33	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 61.26

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
    
```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 35.98 + 0.00) = 35.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.24	-1.46	0.00	0.00	0.00	35.98

Segment Leq : 35.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.85 + 0.00) = 65.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-13.13	-1.41	0.00	0.00	0.00	65.85

Segment Leq : 65.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.40 + 0.00) = 61.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-14.35	-1.41	0.00	0.00	0.00	61.40

Segment Leq : 61.40 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 43.23 + 0.00) = 43.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-15.99	-1.43	0.00	0.00	0.00	43.23

Segment Leq : 43.23 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.83	-1.46	0.00	0.00	0.00	51.75

Segment Leq : 51.75 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.24	-1.46	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.39	-1.45	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 67.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.03 + 0.00) = 31.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.24	-1.34	0.00	0.00	0.00	31.03

Segment Leq : 31.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-12.61	-1.25	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-13.74	-1.25	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-15.26	-1.27	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.69	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.13	-1.31	0.00	0.00	0.00	43.54

Segment Leq : 43.54 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-21.53	-1.30	0.00	0.00	0.00	42.69

Segment Leq : 42.69 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 64.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.78
(NIGHT): 64.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-11.38	-0.42	0.00	0.00	-16.07	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-11.99	-0.42	0.00	0.00	-16.09	48.66

Segment Leq : 48.66 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.59	-1.45	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-23.37	-1.46	0.00	0.00	0.00	40.15

Segment Leq : 40.15 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-19.35	-1.46	0.00	0.00	0.00	44.68

Segment Leq : 44.68 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-10.58	-0.18	0.00	0.00	-15.93	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-11.11	-0.18	0.00	0.00	-15.97	47.49

Segment Leq : 47.49 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-16.52	-1.30	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-22.31	-1.33	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 38.84 + 0.00) = 38.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-18.41	-1.33	0.00	0.00	0.00	38.84

Segment Leq : 38.84 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.40
(NIGHT): 55.09

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-6.46	-0.42	0.00	0.00	-15.69	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-7.82	-0.42	0.00	0.00	-15.84	53.08

Segment Leq : 53.08 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 51.38 + 0.00) = 51.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.03	-1.45	0.00	0.00	0.00	51.38

Segment Leq : 51.38 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.21 + 0.00) = 38.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.04	0.00	-23.37	-1.46	0.00	0.00	0.00	38.21

Segment Leq : 38.21 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-18.63	-1.46	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.03 + 0.00) = 55.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.03

Segment Leq : 55.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.15	3.15

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-7.40	-0.18	0.00	0.00	-15.54	51.63

Segment Leq : 51.63 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-15.97	-1.30	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.57	0.00	-22.44	-1.33	0.00	0.00	0.00	31.80

Segment Leq : 31.80 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-17.71	-1.33	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.16	0.00	-9.84	-0.10	0.00	0.00	-17.24	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 53.88 + 0.00) = 53.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.39	0.00	-9.20	-0.10	0.00	0.00	-17.22	53.88

Segment Leq : 53.88 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.70	1.70

ROAD (0.00 + 46.57 + 0.00) = 46.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-7.57	0.00	0.00	0.00	-15.71	46.57

Segment Leq : 46.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.05	1.05

ROAD (0.00 + 37.28 + 0.00) = 37.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-9.82	0.00	0.00	0.00	-18.40	37.28

Segment Leq : 37.28 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

 Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

 Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.08	0.00	0.00	0.00	-17.11	48.55

 Segment Leq : 48.55 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 51.23 + 0.00) = 51.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.39	0.00	0.00	0.00	-17.06	51.23

Segment Leq : 51.23 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-6.80	0.00	0.00	0.00	-15.45	43.27

Segment Leq : 43.27 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.11 !	1.11

ROAD (0.00 + 30.87 + 0.00) = 30.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-9.37	0.00	0.00	0.00	-18.35	30.87

Segment Leq : 30.87 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 55.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 55.01

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.16	0.00	-8.92	-0.10	0.00	0.00	-17.20	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 55.07 + 0.00) = 55.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.39	0.00	-8.06	-0.10	0.00	0.00	-17.16	55.07

Segment Leq : 55.07 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.74	1.74

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-6.22	0.00	0.00	0.00	-15.64	48.00

Segment Leq : 48.00 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.08	1.08

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.95	0.00	0.00	0.00	-18.38	38.16

Segment Leq : 38.16 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.85	0.00	0.00	0.00	-17.00	49.89

Segment Leq : 49.89 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-6.96	0.00	0.00	0.00	-16.90	52.82

Segment Leq : 52.82 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 45.44 + 0.00) = 45.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-4.85	0.00	0.00	0.00	-15.23	45.44

Segment Leq : 45.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.16 !	1.16

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.36	0.00	0.00	0.00	-18.31	31.91

Segment Leq : 31.91 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.69
(NIGHT): 56.19

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 62.22 0.00 -13.98 -1.33 0.00 0.00 -5.01 41.89
-----
  
```

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.68	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.42

Segment Leq : 41.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.85	0.00	-9.65	-0.98	0.00	0.00	-9.18	61.04

Segment Leq : 61.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.20 !	2.20

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	78.32	0.00	-10.97	-0.99	0.00	0.00	-9.95	56.41

Segment Leq : 56.41 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.09	49.61

Segment Leq : 49.61 dBA

Total Leq All Segments: 62.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	4.40	4.40

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.20	0.00	-13.02	-1.17	0.00	0.00	-0.07	39.94*
-90	90	0.59	54.20	0.00	-13.81	-1.34	0.00	0.00	0.00	39.05

* Bright Zone !

Segment Leq : 39.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.41	4.41

ROAD (0.00 + 40.51 + 0.00) = 40.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.61	0.00	-13.92	-1.18	0.00	0.00	-0.07	41.45*
-90	90	0.59	56.61	0.00	-14.76	-1.34	0.00	0.00	0.00	40.51

* Bright Zone !

Segment Leq : 40.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	2.71	!	2.71

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.66	0.00	-8.79	-0.79	0.00	0.00	-8.34	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.39	!	2.39

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	72.98	0.00	-10.08	-0.80	0.00	0.00	-9.33	52.78

Segment Leq : 52.78 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	99.00	148.82
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	0.00	49.82

* Bright Zone !

Segment Leq : 49.82 dBA

Total Leq All Segments: 60.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.62
(NIGHT): 60.22

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```
-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
```

Data for Segment # 5: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! -0.58 ! 1.42
```

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -7.97 0.00 0.00 0.00 -10.36 42.46
-----
```

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-8.61	0.00	0.00	0.00	-10.26	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.35 !	2.35

ROAD (0.00 + 75.41 + 0.00) = 75.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	-4.55	70.85*
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	0.00	75.41

* Bright Zone !

Segment Leq : 75.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	2.10	2.10

ROAD (0.00 + 71.60 + 0.00) = 71.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	-4.97	66.64*
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	0.00	71.60

* Bright Zone !

Segment Leq : 71.60 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	1.50	-0.60	1.40

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.59	41.03

Segment Leq : 41.03 dBA

Total Leq All Segments: 76.93 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	2.25	4.25

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	-4.44	40.65*
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	0.00	45.09

* Bright Zone !

Segment Leq : 45.09 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	2.29	4.29

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	-4.31	42.96*
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	0.00	47.27

* Bright Zone !

Segment Leq : 47.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.69	2.69

ROAD (0.00 + 71.47 + 0.00) = 71.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	-2.89	68.58*
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	0.00	71.47

* Bright Zone !

Segment Leq : 71.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	4.50	2.35	2.35

ROAD (0.00 + 66.45 + 0.00) = 66.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	-4.57	61.88*
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	0.00	66.45

* Bright Zone !

Segment Leq : 66.45 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.31 + 0.00) = 39.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-6.30	0.00	0.00	0.00	-5.00	39.31

Segment Leq : 39.31 dBA

Total Leq All Segments: 72.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.93
(NIGHT): 72.68

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.95	-1.46	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.56 + 0.00) = 42.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-18.60	-1.46	0.00	0.00	0.00	42.56

Segment Leq : 42.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 65.89 + 0.00) = 65.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.14	0.00	-11.83	-1.41	0.00	0.00	0.00	65.89

Segment Leq : 65.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.51	0.00	-13.40	-1.42	0.00	0.00	0.00	61.68

Segment Leq : 61.68 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-13.95	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-10.66	-1.46	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 67.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.40	0.00	-17.87	-1.46	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.76	0.00	-18.49	-1.46	0.00	0.00	0.00	35.81

Segment Leq : 35.81 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	73.85	0.00	-11.56	-1.41	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.27	0.00	-13.11	-1.42	0.00	0.00	0.00	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 43.14 + 0.00) = 43.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.26	0.00	-13.66	-1.46	0.00	0.00	0.00	43.14

Segment Leq : 43.14 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.83	0.00	-10.21	-1.46	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Total Leq All Segments: 62.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.50
(NIGHT): 62.13

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54
    
```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-23.07	-1.46	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-23.40	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-14.48	-0.71	0.00	0.00	-13.68	50.27

Segment Leq : 50.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.30 !	2.30

ROAD (0.00 + 46.71 + 0.00) = 46.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-15.02	-0.72	0.00	0.00	-14.05	46.71

Segment Leq : 46.71 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-20.70	-1.46	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-16.73	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-4.96	0.00	0.00	0.00	0.00	58.04

Segment Leq : 58.04 dBA

Total Leq All Segments: 59.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 29.94 + 0.00) = 29.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-22.12	-1.35	0.00	0.00	0.00	29.94

Segment Leq : 29.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 32.13 + 0.00) = 32.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-22.29	-1.33	0.00	0.00	0.00	32.13

Segment Leq : 32.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.60	2.60

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-13.30	-0.50	0.00	0.00	-13.50	46.56

Segment Leq : 46.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.38	2.38

ROAD (0.00 + 41.05 + 0.00) = 41.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.82	-0.51	0.00	0.00	-13.89	41.05

Segment Leq : 41.05 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 37.19 + 0.00) = 37.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-19.72	-1.34	0.00	0.00	0.00	37.19

Segment Leq : 37.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-15.62	-1.33	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.07	0.00	-2.22	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Total Leq All Segments: 54.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.32
(NIGHT): 54.52

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-23.30	-1.46	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-23.65	-1.46	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.51	2.51

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-14.79	-0.71	0.00	0.00	-13.69	49.94

Segment Leq : 49.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.29	2.29

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-15.28	-0.72	0.00	0.00	-14.06	46.44

Segment Leq : 46.44 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.00	0.00	-6.70	-1.46	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.96	0.00	-21.04	-1.46	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 42.84 + 0.00) = 42.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-16.25	-1.46	0.00	0.00	0.00	42.84

Segment Leq : 42.84 dBA

Total Leq All Segments: 56.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-22.02	-1.33	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-22.32	-1.34	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.60	2.60

ROAD (0.00 + 46.50 + 0.00) = 46.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-13.35	-0.50	0.00	0.00	-13.50	46.50

Segment Leq : 46.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.38	2.38

ROAD (0.00 + 41.00 + 0.00) = 41.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.87	-0.51	0.00	0.00	-13.89	41.00

Segment Leq : 41.00 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.07	0.00	-4.08	-1.35	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.50	0.00	-19.79	-1.34	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.80	0.00	-14.86	-1.35	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Total Leq All Segments: 52.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.91
(NIGHT): 52.33

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.50 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-20.92	-1.46	0.00	0.00	0.00	42.46

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 40.70 + 0.00) = 40.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-21.23	-1.46	0.00	0.00	0.00	40.70

Segment Leq : 40.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.62	2.62

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.14	0.00	-11.97	-0.27	0.00	0.00	-16.81	50.09

Segment Leq : 50.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.39	2.39

ROAD (0.00 + 46.80 + 0.00) = 46.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	76.51	0.00	-12.48	-0.28	0.00	0.00	-16.94	46.80

Segment Leq : 46.80 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.80	0.80

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	60.96	0.00	-18.21	-1.29	0.00	0.00	-10.47	30.99

Segment Leq : 30.99 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.56	1.50	0.59	0.59

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.55	0.00	-16.11	-1.30	0.00	0.00	-11.31	31.83

Segment Leq : 31.83 dBA

Total Leq All Segments: 52.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 35.31 + 0.00) = 35.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-19.89	-1.33	0.00	0.00	0.00	35.31

Segment Leq : 35.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-20.25	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.71	2.71

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.87	-0.01	0.00	0.00	-16.72	46.26

Segment Leq : 46.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.45	2.45

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	69.27	0.00	-11.35	-0.03	0.00	0.00	-17.00	40.89

Segment Leq : 40.89 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	0.84	!	0.84

ROAD (0.00 + 28.03 + 0.00) = 28.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.50	0.00	-17.07	-1.12	0.00	0.00	-10.28	28.03

Segment Leq : 28.03 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.59	!	4.50	!	0.66	!	0.66

ROAD (0.00 + 30.73 + 0.00) = 30.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	57.80	0.00	-14.93	-1.13	0.00	0.00	-11.00	30.73

Segment Leq : 30.73 dBA

Total Leq All Segments: 47.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.60
(NIGHT): 47.98

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.74	0.00	-16.97	-1.46	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.06	0.00	-17.71	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 64.31 + 0.00) = 64.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-14.51	-1.42	0.00	0.00	0.00	64.31

Segment Leq : 64.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 61.38 + 0.00) = 61.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-15.58	-1.42	0.00	0.00	0.00	61.38

Segment Leq : 61.38 dBA

Total Leq All Segments: 66.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.79 + 0.00) = 35.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.79

Segment Leq : 35.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.99	0.00	-17.19	-1.35	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-13.88	-1.26	0.00	0.00	0.00	61.02

Segment Leq : 61.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 57.13 + 0.00) = 57.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-14.87	-1.27	0.00	0.00	0.00	57.13

Segment Leq : 57.13 dBA

Total Leq All Segments: 62.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.13
(NIGHT): 62.52

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.39	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-19.90	-1.46	0.00	0.00	0.00	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 61.26 + 0.00) = 61.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.24	0.00	-16.28	-1.21	0.00	0.00	-4.68	58.08*
-90	90	0.64	80.24	0.00	-17.56	-1.42	0.00	0.00	0.00	61.26

* Bright Zone !

Segment Leq : 61.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.18 !	2.18

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	78.38	0.00	-16.96	-1.21	0.00	0.00	-4.89	55.31*
-90	90	0.64	78.38	0.00	-18.29	-1.42	0.00	0.00	0.00	58.66

* Bright Zone !

Segment Leq : 58.66 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 63.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.47	-1.35	0.00	0.00	0.00	31.75

Segment Leq : 31.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-18.97	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.41	2.41

ROAD (0.00 + 58.53 + 0.00) = 58.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.16	0.00	-15.10	-1.03	0.00	0.00	-4.43	55.60*
-90	90	0.55	76.16	0.00	-16.37	-1.26	0.00	0.00	0.00	58.53

* Bright Zone !

Segment Leq : 58.53 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.27	2.27

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.27	0.00	-15.76	-1.04	0.00	0.00	-4.76	51.70*
-90	90	0.55	73.27	0.00	-17.08	-1.27	0.00	0.00	0.00	54.92

* Bright Zone !

Segment Leq : 54.92 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 60.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.69
(NIGHT): 60.44

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.88	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-20.35	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.31	2.31

ROAD (0.00 + 60.64 + 0.00) = 60.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.24	0.00	-16.85	-1.21	0.00	0.00	-4.69	57.50*
-90	90	0.64	80.24	0.00	-18.18	-1.42	0.00	0.00	0.00	60.64

* Bright Zone !

Segment Leq : 60.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.18	2.18

ROAD (0.00 + 58.10 + 0.00) = 58.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	78.38	0.00	-17.48	-1.21	0.00	0.00	-4.90	54.79*
-90	90	0.64	78.38	0.00	-18.86	-1.42	0.00	0.00	0.00	58.10

* Bright Zone !

Segment Leq : 58.10 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 63.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.96	-1.35	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-19.42	-1.35	0.00	0.00	0.00	35.13

Segment Leq : 35.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.40	2.40

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.16	0.00	-15.62	-1.03	0.00	0.00	-4.47	55.04*
-90	90	0.55	76.16	0.00	-16.93	-1.26	0.00	0.00	0.00	57.97

* Bright Zone !

Segment Leq : 57.97 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.26	2.26

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.27	0.00	-16.26	-1.04	0.00	0.00	-4.78	51.18*
-90	90	0.55	73.27	0.00	-17.63	-1.27	0.00	0.00	0.00	54.37

* Bright Zone !

Segment Leq : 54.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 59.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.16
(NIGHT): 59.93

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```
-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35
```

Data for Segment # 5: Cousineau (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.94	0.00	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-9.49	0.00	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.73	2.73

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.01	58.27

Segment Leq : 58.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.52	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.83	0.00	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-9.40	0.00	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.98	2.98

ROAD (0.00 + 54.86 + 0.00) = 54.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-6.78	0.00	0.00	0.00	-14.52	54.86

Segment Leq : 54.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.72 !	2.72

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.76	0.00	0.00	0.00	-14.92	50.59

Segment Leq : 50.59 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 57.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.44

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.16	0.00	0.00	0.00	0.00	52.16

Segment Leq : 52.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-7.97	0.00	0.00	0.00	0.00	54.04

Segment Leq : 54.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.24	3.24

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-3.74	0.00	0.00	0.00	-14.34	62.16

Segment Leq : 62.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.80	2.80

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-5.52	0.00	0.00	0.00	-14.95	57.90

Segment Leq : 57.90 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 64.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.56 + 0.00) = 44.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.99	0.00	0.00	0.00	0.00	44.56

Segment Leq : 44.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-7.83	0.00	0.00	0.00	0.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.83	3.83

ROAD (0.00 + 59.79 + 0.00) = 59.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-3.36	0.00	0.00	0.00	-13.01	59.79

Segment Leq : 59.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	3.16 !	3.16

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-5.27	0.00	0.00	0.00	-14.21	53.78

Segment Leq : 53.78 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 61.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.98
(NIGHT): 61.31

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-15.97	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-16.77	-1.46	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 65.74 + 0.00) = 65.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-13.08	-1.42	0.00	0.00	0.00	65.74

Segment Leq : 65.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 62.53 + 0.00) = 62.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-14.42	-1.42	0.00	0.00	0.00	62.53

Segment Leq : 62.53 dBA

Total Leq All Segments: 67.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-15.59	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 37.42 + 0.00) = 37.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-16.31	-1.35	0.00	0.00	0.00	37.42

Segment Leq : 37.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-12.64	-1.26	0.00	0.00	0.00	62.26

Segment Leq : 62.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 58.19 + 0.00) = 58.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-13.80	-1.27	0.00	0.00	0.00	58.19

Segment Leq : 58.19 dBA

Total Leq All Segments: 63.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.47
(NIGHT): 63.71

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-11.60	-1.46	0.00	0.00	0.00	46.26

Segment Leq : 46.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-12.76	-1.46	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 73.55 + 0.00) = 73.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-5.27	-1.42	0.00	0.00	0.00	73.55

Segment Leq : 73.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 68.45 + 0.00) = 68.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-8.51	-1.42	0.00	0.00	0.00	68.45

Segment Leq : 68.45 dBA

Total Leq All Segments: 74.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-11.46	-1.35	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 41.15 + 0.00) = 41.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-12.58	-1.35	0.00	0.00	0.00	41.15

Segment Leq : 41.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 69.30 + 0.00) = 69.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-5.60	-1.26	0.00	0.00	0.00	69.30

Segment Leq : 69.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 63.56 + 0.00) = 63.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-8.44	-1.27	0.00	0.00	0.00	63.56

Segment Leq : 63.56 dBA

Total Leq All Segments: 70.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.73
(NIGHT): 70.33

Filename: s_jk_3bg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.67 + 0.00) = 38.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-19.20	-1.46	0.00	0.00	0.00	38.67

Segment Leq : 38.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-19.68	-1.46	0.00	0.00	0.00	40.87

Segment Leq : 40.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.61	2.61

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.05	0.00	-11.25	-0.57	0.00	0.00	-15.14	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-12.01	-0.59	0.00	0.00	-15.45	50.33

Segment Leq : 50.33 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.05	0.00	-9.23	-1.46	0.00	0.00	0.00	57.36

Segment Leq : 57.36 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.66	0.00	-9.85	-1.46	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Total Leq All Segments: 59.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.80 + 0.00) = 30.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.55	0.00	-19.30	-1.46	0.00	0.00	0.00	30.80

Segment Leq : 30.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.85 + 0.00) = 33.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.08	0.00	-19.77	-1.46	0.00	0.00	0.00	33.85

Segment Leq : 33.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.61	2.61

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.10	0.00	-11.37	-0.57	0.00	0.00	-15.15	49.01

Segment Leq : 49.01 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.38	2.38

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.27	0.00	-12.12	-0.59	0.00	0.00	-15.46	45.10

Segment Leq : 45.10 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.58	0.00	-9.62	-1.46	0.00	0.00	0.00	48.50

Segment Leq : 48.50 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	52.74	0.00	-10.21	-1.46	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Total Leq All Segments: 52.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.63
(NIGHT): 52.99

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.96	0.00	-12.15	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-12.44	0.00	0.00	0.00	0.00	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.22	0.00	0.00	0.00	-8.95	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-8.94	0.00	0.00	0.00	-8.94	58.48

Segment Leq : 58.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.05	0.00	-9.07	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.46 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-12.27	0.00	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Total Leq All Segments: 66.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.38 + 0.00) = 45.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-11.80	0.00	0.00	0.00	0.00	45.38

Segment Leq : 45.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-12.11	0.00	0.00	0.00	0.00	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.76	2.76

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-7.35	0.00	0.00	0.00	-8.15	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.71	2.71

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-8.26	0.00	0.00	0.00	-8.31	53.89

Segment Leq : 53.89 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.03	1.03

ROAD (0.00 + 33.40 + 0.00) = 33.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-8.99	0.00	0.00	0.00	-15.26	33.40

Segment Leq : 33.40 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.58	0.00	-8.99	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.46 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-11.93	0.00	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 62.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.19
(NIGHT): 62.35

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.15	0.00	-14.92	-1.42	0.00	0.00	0.00	62.82

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.27 + 0.00) = 65.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.62	0.00	-13.94	-1.41	0.00	0.00	0.00	65.27

Segment Leq : 65.27 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 59.75 + 0.00) = 59.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.28	0.00	-14.26	-1.26	0.00	0.00	0.00	59.75

Segment Leq : 59.75 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.83	0.00	-13.35	-1.25	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 64.17

**APPENDIX B.4.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.68	0.00	0.00	0.00	-17.25	55.09

Segment Leq : 55.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 52.18 + 0.00) = 52.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-9.05	0.00	0.00	0.00	-17.22	52.18

Segment Leq : 52.18 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-10.33	0.00	0.00	0.00	-15.70	45.02

Segment Leq : 45.02 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.10 !	1.10

ROAD (0.00 + 39.15 + 0.00) = 39.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.61	0.00	0.00	0.00	-18.37	39.15

Segment Leq : 39.15 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 57.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	2.44	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.42	4.42

ROAD (0.00 + 44.20 + 0.00) = 44.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.20

Segment Leq : 44.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-9.49	0.00	0.00	0.00	-17.14	52.58

Segment Leq : 52.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.86	0.00	0.00	0.00	-17.10	50.87

Segment Leq : 50.87 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-10.16	0.00	0.00	0.00	-15.60	40.64

Segment Leq : 40.64 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.17 !	1.17

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.19	0.00	0.00	0.00	-18.31	32.83

Segment Leq : 32.83 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 55.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.39
(NIGHT): 55.78

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
  
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.82 !	2.82

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-17.22	55.76

Segment Leq : 55.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.89 !	2.89

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-17.19	52.92

Segment Leq : 52.92 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.67 !	1.50 !	1.74 !	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.13 !	1.13

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-7.77	0.00	0.00	0.00	-18.35	40.01

Segment Leq : 40.01 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.05 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	2.44	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.34	4.34

ROAD (0.00 + 43.98 + 0.00) = 43.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.08	43.98

 Segment Leq : 43.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.90	0.00	0.00	0.00	-17.10	53.21

Segment Leq : 53.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.17	0.00	0.00	0.00	-17.04	51.63

Segment Leq : 51.63 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.22 !	1.22

ROAD (0.00 + 33.68 + 0.00) = 33.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.27	33.68

Segment Leq : 33.68 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.05
(NIGHT): 56.34

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.84 !	2.84

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-17.21	56.03

Segment Leq : 56.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-17.32	54.14

Segment Leq : 54.14 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-17.08	53.46

Segment Leq : 53.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.79	!	2.79

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-17.16	49.61

Segment Leq : 49.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 55.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 55.60

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.85 !	2.85

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.67	0.00	0.00	0.00	-17.21	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.61	2.61

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.90	0.00	0.00	0.00	-17.31	54.28

Segment Leq : 54.28 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.75	1.75

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-8.99	0.00	0.00	0.00	-15.66	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 58.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.55	0.00	0.00	0.00	-17.07	53.59

Segment Leq : 53.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.76	0.00	0.00	0.00	-17.15	49.77

Segment Leq : 49.77 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.88	0.00	0.00	0.00	-15.52	42.00

Segment Leq : 42.00 dBA

Total Leq All Segments: 55.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.70
(NIGHT): 55.72

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! 1.40 ! 1.40
  
```

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -6.30 0.00 0.00 0.00 -5.04 50.29
-----
  
```

Segment Leq : 50.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-5.31	0.00	0.00	0.00	-5.03	52.38

Segment Leq : 52.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	1.56 !	1.56

ROAD (0.00 + 73.61 + 0.00) = 73.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	-5.00	68.62*
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	0.00	73.61

* Bright Zone !

Segment Leq : 73.61 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	1.55	1.55

ROAD (0.00 + 71.64 + 0.00) = 71.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	-5.00	66.64*
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	0.00	71.64

* Bright Zone !

Segment Leq : 71.64 dBA

Total Leq All Segments: 75.78 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	3.86	3.86

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	-0.29	47.06*
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	0.00	47.35

* Bright Zone !

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	4.50 !	3.63 !	3.63

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	-0.39	50.20*
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	0.00	50.59

* Bright Zone !

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	4.25 !	4.25

ROAD (0.00 + 69.55 + 0.00) = 69.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	-0.26	69.29*
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	0.00	69.55

* Bright Zone !

Segment Leq : 69.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.05 ! 4.50 ! 4.16 ! 4.16

ROAD (0.00 + 66.68 + 0.00) = 66.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	-0.27	66.41*
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	0.00	66.68

* Bright Zone !

Segment Leq : 66.68 dBA

Total Leq All Segments: 71.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.78
(NIGHT): 71.41

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74
    
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-12.67	-1.46	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-11.21	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 51.31 + 0.00) = 51.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-15.27	-0.71	0.00	0.00	-13.67	51.31

Segment Leq : 51.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.40	2.40

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-14.91	-0.72	0.00	0.00	-13.88	48.60

Segment Leq : 48.60 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 43.97 + 0.00) = 43.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-18.26	-1.46	0.00	0.00	0.00	43.97

Segment Leq : 43.97 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-21.94	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.39 + 0.00) = 59.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-2.39	0.00	0.00	0.00	0.00	59.39

Segment Leq : 59.39 dBA

Total Leq All Segments: 61.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 41.54 + 0.00) = 41.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-11.49	-1.34	0.00	0.00	0.00	41.54

Segment Leq : 41.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-9.90	-1.33	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-14.13	-0.50	0.00	0.00	-13.51	47.90

Segment Leq : 47.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.76	-0.50	0.00	0.00	-13.71	44.76

Segment Leq : 44.76 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 40.00 + 0.00) = 40.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-17.29	-1.34	0.00	0.00	0.00	40.00

Segment Leq : 40.00 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-20.80	-1.33	0.00	0.00	0.00	39.62

Segment Leq : 39.62 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-2.86	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 54.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.09
(NIGHT): 54.70

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 62.00 + 0.00) = 62.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.29	0.00	-3.29	0.00	0.00	0.00	0.00	62.00

Segment Leq : 62.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 63.80 + 0.00) = 63.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.08	0.00	-0.28	0.00	0.00	0.00	0.00	63.80

Segment Leq : 63.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 56.74 + 0.00) = 56.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-10.61	0.00	0.00	0.00	-13.60	56.74

Segment Leq : 56.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.46	2.46

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-10.16	0.00	0.00	0.00	-13.80	54.14

Segment Leq : 54.14 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.67	0.00	-9.54	0.00	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-11.83	0.00	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-3.80	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Total Leq All Segments: 67.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.15	0.00	-3.68	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-1.03	0.00	0.00	0.00	0.00	55.78

Segment Leq : 55.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.68	0.00	0.00	0.00	-13.40	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.56	2.56

ROAD (0.00 + 48.91 + 0.00) = 48.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-10.24	0.00	0.00	0.00	-13.58	48.91

Segment Leq : 48.91 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-9.63	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-11.89	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-1.86	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 60.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.47
(NIGHT): 60.45

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.87	0.00	-7.38	0.00	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-6.30	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.50	2.50

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-9.12	0.00	0.00	0.00	-8.99	63.59

Segment Leq : 63.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.39	2.39

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.47	0.00	0.00	0.00	-9.36	61.85

Segment Leq : 61.85 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-9.44	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Total Leq All Segments: 66.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.09

Segment Leq : 46.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-6.50	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.63	2.63

ROAD (0.00 + 59.98 + 0.00) = 59.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-9.23	0.00	0.00	0.00	-8.56	59.98

Segment Leq : 59.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.53 !	2.53

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.59	0.00	0.00	0.00	-8.87	57.77

Segment Leq : 57.77 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-9.54	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 62.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.47
(NIGHT): 62.45

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.60
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-16.33	-1.46	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-15.48	-1.46	0.00	0.00	0.00	45.14

Segment Leq : 45.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.70	0.00	-14.60	-0.84	0.00	0.00	-11.74	54.52

Segment Leq : 54.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.35 !	2.35

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.69	0.00	-14.10	-0.85	0.00	0.00	-12.03	52.71

Segment Leq : 52.71 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 57.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-15.88	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.64 + 0.00) = 39.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-15.09	-1.35	0.00	0.00	0.00	39.64

Segment Leq : 39.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.57	2.57

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.76	0.00	-13.71	-0.64	0.00	0.00	-11.51	51.90

Segment Leq : 51.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.45 !	2.45

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	75.23	0.00	-13.24	-0.65	0.00	0.00	-11.79	49.54

Segment Leq : 49.54 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 54.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.28
(NIGHT): 54.14

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      1         (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography        :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-17.91	-1.46	0.00	0.00	0.00	41.09

Segment Leq : 41.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-17.37	-1.46	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.70	0.00	-15.70	-0.84	0.00	0.00	-11.78	53.38

Segment Leq : 53.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.33 !	2.33

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.69	0.00	-15.27	-0.85	0.00	0.00	-12.08	51.49

Segment Leq : 51.49 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 56.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-17.38	-1.35	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-16.87	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.53	2.53

ROAD (0.00 + 50.81 + 0.00) = 50.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.76	0.00	-14.72	-0.64	0.00	0.00	-11.59	50.81

Segment Leq : 50.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.41 !	2.41

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	75.23	0.00	-14.32	-0.65	0.00	0.00	-11.88	48.38

Segment Leq : 48.38 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 53.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.09
(NIGHT): 53.02

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.84	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.55	2.55

ROAD (0.00 + 61.19 + 0.00) = 61.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-8.90	0.00	0.00	0.00	-11.61	61.19

Segment Leq : 61.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.17	0.00	0.00	0.00	-11.86	59.65

Segment Leq : 59.65 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 65.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.47	0.00	0.00	0.00	0.00	45.55

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-4.62	0.00	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.74	2.74

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.35	0.00	0.00	0.00	-11.12	58.30

Segment Leq : 58.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.51	0.00	0.00	0.00	-11.26	56.47

Segment Leq : 56.47 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 61.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.96
(NIGHT): 61.50

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height     :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.58

Segment Leq : 50.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-8.77	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.49	2.49

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-10.58	0.00	0.00	0.00	-11.72	59.40

Segment Leq : 59.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.37	2.37

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-10.10	0.00	0.00	0.00	-12.01	57.58

Segment Leq : 57.58 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.77	0.00	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-8.15	0.00	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.61	2.61

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.18	0.00	0.00	0.00	-11.42	56.16

Segment Leq : 56.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.50 !	2.50

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-9.65	0.00	0.00	0.00	-11.67	53.91

Segment Leq : 53.91 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 59.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 59.41

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 67.23 + 0.00) = 67.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-13.06	-1.41	0.00	0.00	0.00	67.23

Segment Leq : 67.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.86 + 0.00) = 63.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-14.40	-1.42	0.00	0.00	0.00	63.86

Segment Leq : 63.86 dBA

Total Leq All Segments: 68.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.18 + 0.00) = 60.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-13.79	-1.26	0.00	0.00	0.00	60.18

Segment Leq : 60.18 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.90
(NIGHT): 65.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 75.02 + 0.00) = 75.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-5.27	-1.41	0.00	0.00	0.00	75.02

Segment Leq : 75.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 69.77 + 0.00) = 69.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-8.50	-1.42	0.00	0.00	0.00	69.77

Segment Leq : 69.77 dBA

Total Leq All Segments: 76.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 70.92 + 0.00) = 70.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-5.59	-1.26	0.00	0.00	0.00	70.92

Segment Leq : 70.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 65.54 + 0.00) = 65.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-8.43	-1.26	0.00	0.00	0.00	65.54

Segment Leq : 65.54 dBA

Total Leq All Segments: 72.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.17
(NIGHT): 72.03

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 45.36 + 0.00) = 45.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.44	0.00	0.00	0.00	-11.73	45.36

Segment Leq : 45.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 65.64 + 0.00) = 65.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.67	0.00	0.00	0.00	-7.22	65.64

Segment Leq : 65.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.38 !	2.38

ROAD (0.00 + 64.03 + 0.00) = 64.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-7.76	64.03

Segment Leq : 64.03 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.12 !	1.38

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.02	0.00	0.00	0.00	-10.17	39.27

Segment Leq : 39.27 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 67.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.72	0.00	0.00	0.00	-7.69	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.13 !	2.63

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-5.60	0.00	0.00	0.00	-8.80	40.93

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.67 !	2.67

ROAD (0.00 + 62.20 + 0.00) = 62.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-8.79	0.00	0.00	0.00	-6.73	62.20

Segment Leq : 62.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 60.04 + 0.00) = 60.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.04	0.00	0.00	0.00	-7.16	60.04

Segment Leq : 60.04 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.21 !	3.71

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.13	0.00	0.00	0.00	-6.04	38.31

Segment Leq : 38.31 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 64.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.99
(NIGHT): 64.33

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.97 + 0.00) = 41.97 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.97
-----
  
```

Segment Leq : 41.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.36 !	1.14

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.95	0.00	0.00	0.00	-11.40	45.19

Segment Leq : 45.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 65.12 + 0.00) = 65.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-9.16	0.00	0.00	0.00	-7.26	65.12

Segment Leq : 65.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.36 !	2.36

ROAD (0.00 + 63.36 + 0.00) = 63.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.51	0.00	0.00	0.00	-7.82	63.36

Segment Leq : 63.36 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 38.94 + 0.00) = 38.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.44	0.00	0.00	0.00	-10.09	38.94

Segment Leq : 38.94 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 67.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-7.16	0.00	0.00	0.00	-7.30	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-6.16	0.00	0.00	0.00	-8.22	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.64 !	2.64

ROAD (0.00 + 61.64 + 0.00) = 61.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-9.26	0.00	0.00	0.00	-6.82	61.64

Segment Leq : 61.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.51	!	2.51

ROAD (0.00 + 59.31 + 0.00) = 59.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.63	0.00	0.00	0.00	-7.29	59.31

Segment Leq : 59.31 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.26	!	3.76

ROAD (0.00 + 37.99 + 0.00) = 37.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.57	0.00	0.00	0.00	-5.93	37.99

Segment Leq : 37.99 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 63.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.42
(NIGHT): 63.72

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

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Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.22
-----
  
```

Segment Leq : 51.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.33	!	1.33

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-4.77	0.00	0.00	0.00	-8.37	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 61.94 + 0.00) = 61.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-10.63	0.00	0.00	0.00	-8.97	61.94

Segment Leq : 61.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.13	0.00	0.00	0.00	-8.94	59.40

Segment Leq : 59.40 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-9.41	0.00	0.00	0.00	-7.61	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-4.94	0.00	0.00	0.00	-7.86	55.60

Segment Leq : 55.60 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 65.07 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	-4.51	46.84*
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.47	3.47

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	-4.70	48.22*
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	0.00	52.92

* Bright Zone !

Segment Leq : 52.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.72 0.00 -10.71 0.00 0.00 0.00 -8.66 58.36
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 74.17 0.00 -10.24 0.00 0.00 0.00 -8.60 55.34
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 55.34 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	-2.74	46.26*
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	0.00	49.00

* Bright Zone !

Segment Leq : 49.00 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.73	3.73

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	-4.11	54.82*
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	0.00	58.94

* Bright Zone !

Segment Leq : 58.94 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-10.08	0.00	0.00	0.00	-15.35	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.07
(NIGHT): 63.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7324/1136 veh/TimePeriod *
Medium truck volume : 503/78 veh/TimePeriod *
Heavy truck volume : 4304/668 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14014
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 35.48
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8032/1918 veh/TimePeriod *
Medium truck volume : 104/25 veh/TimePeriod *
Heavy truck volume : 52/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8893/2012 veh/TimePeriod *
Medium truck volume : 165/37 veh/TimePeriod *
Heavy truck volume : 578/131 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.30 0.00 0.00 0.00 -8.52 50.64
-----
  
```

Segment Leq : 50.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.31	!	1.31

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.77	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.97

Segment Leq : 50.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.26	0.00	-11.24	0.00	0.00	0.00	-7.95	60.07

Segment Leq : 60.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.85	0.00	0.00	0.00	-7.95	59.67

Segment Leq : 59.67 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-11.37	0.00	0.00	0.00	-8.13	43.57

Segment Leq : 43.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-9.30	0.00	0.00	0.00	-8.11	50.99

Segment Leq : 50.99 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-12.65	0.00	0.00	0.00	-8.03	47.57

Segment Leq : 47.57 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	-3.71	47.57*
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	58.06	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.44

Segment Leq : 47.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 62.87 + 0.00) = 62.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	-1.55	61.32*
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	0.00	62.87

* Bright Zone !

Segment Leq : 62.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	-1.59	61.66*
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	-2.10	46.37*
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	0.00	48.47

* Bright Zone !

Segment Leq : 48.47 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.21	4.21

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	-2.41	52.33*
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	0.00	54.74

* Bright Zone !

Segment Leq : 54.74 dBA

Results segment # 7: 401NB on rmp (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	-3.95	47.25*
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	0.00	51.20

* Bright Zone !

Segment Leq : 51.20 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	-1.61	50.50*
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 66.90

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25
    
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
    
```

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.16 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.73
-----
    
```

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.06 + 0.00) = 65.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.87	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.06

Segment Leq : 65.06 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	4.13	4.13

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.32	0.00	-9.85	-0.91	0.00	0.00	-2.64	62.92*
-90	90	0.55	76.32	0.00	-11.17	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 67.35 + 0.00) = 67.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.22	0.00	-8.48	-0.90	0.00	0.00	-3.92	64.93*
-90	90	0.54	78.22	0.00	-9.62	-1.25	0.00	0.00	0.00	67.35

* Bright Zone !

Segment Leq : 67.35 dBA

Total Leq All Segments: 68.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 68.96

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-17.65	-0.97	0.00	0.00	0.00	63.41

Segment Leq : 63.41 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-18.03	-0.97	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 65.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.87 + 0.00) = 61.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-16.57	-0.78	0.00	0.00	0.00	61.87

Segment Leq : 61.87 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.14 + 0.00) = 59.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.92	-0.78	0.00	0.00	0.00	59.14

Segment Leq : 59.14 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 63.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.55
(NIGHT): 63.98

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1184/313 veh/TimePeriod *
Medium truck volume : 75/20 veh/TimePeriod *
Heavy truck volume : 747/198 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2537
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 37.24
Day (16 hrs) % of Total Volume : 79.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 11613/2411 veh/TimePeriod *
Medium truck volume : 234/49 veh/TimePeriod *
Heavy truck volume : 945/196 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17498/1520 veh/TimePeriod *
Medium truck volume : 466/40 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19777
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13
  
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.33 + 0.00) = 64.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-16.74	-0.97	0.00	0.00	0.00	64.33

Segment Leq : 64.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-17.15	-0.97	0.00	0.00	0.00	60.34

Segment Leq : 60.34 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.17	0.00	-22.13	-1.41	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.14	0.00	-16.83	-1.19	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.07 m

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-22.24	-1.43	0.00	0.00	0.00	37.90

Segment Leq : 37.90 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 67.89 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-15.72	-0.78	0.00	0.00	0.00	62.72

Segment Leq : 62.72 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.11	-0.78	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	65.41	0.00	-20.97	-1.25	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.32	0.00	-15.92	-1.01	0.00	0.00	0.00	49.39

Segment Leq : 49.39 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.06 m

ROAD (0.00 + 54.33 + 0.00) = 54.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.13	0.00	-5.80	0.00	0.00	0.00	0.00	54.33

Segment Leq : 54.33 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-21.08	-1.27	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.89
(NIGHT): 65.30

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-25.03	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.40 + 0.00) = 36.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.22	-1.46	0.00	0.00	0.00	36.40

Segment Leq : 36.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-17.91	-1.41	0.00	0.00	0.00	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-18.56	-1.41	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.08	-1.46	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-22.50	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.52	-1.45	0.00	0.00	0.00	46.08

Segment Leq : 46.08 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.67	0.00	-21.83	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-24.16	-1.46	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 30.45 + 0.00) = 30.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-23.88	-1.33	0.00	0.00	0.00	30.45

Segment Leq : 30.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.57 + 0.00) = 31.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.11	-1.34	0.00	0.00	0.00	31.57

Segment Leq : 31.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-16.52	-1.25	0.00	0.00	0.00	61.44

Segment Leq : 61.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-17.17	-1.25	0.00	0.00	0.00	58.41

Segment Leq : 58.41 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-20.72	-1.31	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-21.19	-1.31	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 42.97 + 0.00) = 42.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-22.14	-1.29	0.00	0.00	0.00	42.97

Segment Leq : 42.97 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 36.26 + 0.00) = 36.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.25	0.00	-20.65	-1.33	0.00	0.00	0.00	36.26

Segment Leq : 36.26 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-23.02	-1.33	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 63.50

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.37 + 0.00) = 36.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.24	-1.46	0.00	0.00	0.00	36.37

Segment Leq : 36.37 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.49 + 0.00) = 67.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-13.13	-1.41	0.00	0.00	0.00	67.49

Segment Leq : 67.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-14.35	-1.41	0.00	0.00	0.00	62.69

Segment Leq : 62.69 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 44.17 + 0.00) = 44.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-15.98	-1.43	0.00	0.00	0.00	44.17

Segment Leq : 44.17 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.83	-1.46	0.00	0.00	0.00	52.38

Segment Leq : 52.38 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.24	-1.46	0.00	0.00	0.00	50.85

Segment Leq : 50.85 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.36	-1.45	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 69.19 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.46 + 0.00) = 31.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.22	-1.34	0.00	0.00	0.00	31.46

Segment Leq : 31.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.35 + 0.00) = 65.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-12.61	-1.25	0.00	0.00	0.00	65.35

Segment Leq : 65.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-13.74	-1.25	0.00	0.00	0.00	61.85

Segment Leq : 61.85 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.07 m

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-15.24	-1.27	0.00	0.00	0.00	45.12

Segment Leq : 45.12 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-21.68	-1.31	0.00	0.00	0.00	45.93

Segment Leq : 45.93 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.04 + 0.00) = 45.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.11	-1.31	0.00	0.00	0.00	45.04

Segment Leq : 45.04 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.61 + 0.00) = 43.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-21.50	-1.29	0.00	0.00	0.00	43.61

Segment Leq : 43.61 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 67.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.19
(NIGHT): 67.12

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-11.38	-0.42	0.00	0.00	-16.07	54.16

Segment Leq : 54.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-11.99	-0.42	0.00	0.00	-16.09	49.95

Segment Leq : 49.95 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.56	-1.45	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-19.35	-1.46	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-10.58	-0.18	0.00	0.00	-15.93	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-11.11	-0.18	0.00	0.00	-15.97	49.58

Segment Leq : 49.58 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-16.49	-1.29	0.00	0.00	0.00	48.61

Segment Leq : 48.61 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.30	-1.33	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.58 + 0.00) = 39.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-18.41	-1.33	0.00	0.00	0.00	39.58

Segment Leq : 39.58 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 56.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.46
(NIGHT): 56.66

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-6.46	-0.42	0.00	0.00	-15.69	59.46

Segment Leq : 59.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-7.82	-0.42	0.00	0.00	-15.84	54.37

Segment Leq : 54.37 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.00	-1.45	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-18.63	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 62.32 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

 Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

 Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.57

 Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-7.40	-0.18	0.00	0.00	-15.54	53.72

Segment Leq : 53.72 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-15.95	-1.29	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.43	-1.33	0.00	0.00	0.00	32.56

Segment Leq : 32.56 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-17.71	-1.33	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 60.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.32
(NIGHT): 60.05

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.45	0.00	-9.84	-0.10	0.00	0.00	-17.24	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 55.52 + 0.00) = 55.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.03	0.00	-9.20	-0.10	0.00	0.00	-17.22	55.52

Segment Leq : 55.52 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.78	1.78

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-7.57	0.00	0.00	0.00	-15.61	47.86

Segment Leq : 47.86 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.05	1.05

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-9.82	0.00	0.00	0.00	-18.40	37.92

Segment Leq : 37.92 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-9.08	0.00	0.00	0.00	-17.11	50.64

Segment Leq : 50.64 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.77 + 0.00) = 53.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.39	0.00	0.00	0.00	-17.06	53.77

Segment Leq : 53.77 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-6.80	0.00	0.00	0.00	-15.44	44.15

Segment Leq : 44.15 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.11 !	1.11

ROAD (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.37	0.00	0.00	0.00	-18.35	31.60

Segment Leq : 31.60 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.97
(NIGHT): 56.76

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.86	2.86

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.45	0.00	-8.92	-0.10	0.00	0.00	-17.20	52.23

Segment Leq : 52.23 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.03	0.00	-8.06	-0.10	0.00	0.00	-17.16	56.71

Segment Leq : 56.71 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.81	1.81

ROAD (0.00 + 49.29 + 0.00) = 49.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-6.22	0.00	0.00	0.00	-15.54	49.29

Segment Leq : 49.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.08	1.08

ROAD (0.00 + 38.80 + 0.00) = 38.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.95	0.00	0.00	0.00	-18.38	38.80

Segment Leq : 38.80 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 59.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-7.85	0.00	0.00	0.00	-17.00	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-6.96	0.00	0.00	0.00	-16.90	55.36

Segment Leq : 55.36 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-4.85	0.00	0.00	0.00	-15.10	46.45

Segment Leq : 46.45 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.16 !	1.16

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.36	0.00	0.00	0.00	-18.31	32.65

Segment Leq : 32.65 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.82
(NIGHT): 58.06

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.18 0.00 -13.97 -1.33 0.00 0.00 -5.01 42.87
-----
  
```

Segment Leq : 42.87 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.07	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.82

Segment Leq : 41.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	82.25	0.00	-9.64	-0.97	0.00	0.00	-8.95	62.69

Segment Leq : 62.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.26	!	2.26

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	79.49	0.00	-10.95	-0.99	0.00	0.00	-9.76	57.79

Segment Leq : 57.79 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.36	!	1.36

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-3.01	0.00	0.00	0.00	-5.09	49.96

Segment Leq : 49.96 dBA

Total Leq All Segments: 64.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.40	4.40

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.66	0.00	-13.01	-1.17	0.00	0.00	-0.07	41.42*
-90	90	0.59	55.66	0.00	-13.80	-1.33	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.41	4.41

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.02	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.87*
-90	90	0.59	57.02	0.00	-14.76	-1.34	0.00	0.00	0.00	40.93

* Bright Zone !

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.78	!	2.78

ROAD (0.00 + 60.64 + 0.00) = 60.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	78.30	0.00	-8.78	-0.78	0.00	0.00	-8.10	60.64

Segment Leq : 60.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.46	!	2.46

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	74.68	0.00	-10.06	-0.80	0.00	0.00	-9.12	54.69

Segment Leq : 54.69 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	99.00	149.14
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	0.00	50.14

* Bright Zone !

Segment Leq : 50.14 dBA

Total Leq All Segments: 61.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.14
(NIGHT): 61.99

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -7.97 0.00 0.00 0.00 -10.36 43.30
-----
  
```

Segment Leq : 43.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-8.61	0.00	0.00	0.00	-10.25	43.86

Segment Leq : 43.86 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 76.81 + 0.00) = 76.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	-4.34	72.46*
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	0.00	76.81

* Bright Zone !

Segment Leq : 76.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.17	2.17

ROAD (0.00 + 72.77 + 0.00) = 72.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	-4.91	67.86*
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	0.00	72.77

* Bright Zone !

Segment Leq : 72.77 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-0.60	1.40

ROAD (0.00 + 41.38 + 0.00) = 41.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-6.09	0.00	0.00	0.00	-10.58	41.38

Segment Leq : 41.38 dBA

Total Leq All Segments: 78.26 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	2.24	4.24

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	-4.45	41.57*
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	0.00	46.02

* Bright Zone !

Segment Leq : 46.02 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.29	4.29

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	-4.30	43.36*
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	0.00	47.66

* Bright Zone !

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.76	2.76

ROAD (0.00 + 73.12 + 0.00) = 73.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	-2.26	70.85*
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	0.00	73.12

* Bright Zone !

Segment Leq : 73.12 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	4.50	2.42	2.42

ROAD (0.00 + 68.14 + 0.00) = 68.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	-4.38	63.76*
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	0.00	68.14

* Bright Zone !

Segment Leq : 68.14 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-6.30	0.00	0.00	0.00	-5.00	39.63

Segment Leq : 39.63 dBA

Total Leq All Segments: 74.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.26
(NIGHT): 74.34

STAMSON 5.0 NORMAL REPORT Date: 28-03-2007 18:54:51
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_lgb.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.71 + 0.00) = 67.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.95	0.00	-11.83	-1.41	0.00	0.00	0.00	67.71

Segment Leq : 67.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 63.30 + 0.00) = 63.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.09	0.00	-13.38	-1.42	0.00	0.00	0.00	63.30

Segment Leq : 63.30 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.04 + 0.00) = 35.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.37	0.00	-17.87	-1.46	0.00	0.00	0.00	35.04

Segment Leq : 35.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.96	0.00	-18.49	-1.46	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.07 + 0.00) = 63.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.04	0.00	-11.55	-1.41	0.00	0.00	0.00	63.07

Segment Leq : 63.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	72.73	0.00	-13.08	-1.42	0.00	0.00	0.00	58.23

Segment Leq : 58.23 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.63	0.00	-13.66	-1.46	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.75	0.00	-10.21	-1.46	0.00	0.00	0.00	50.09

Segment Leq : 50.09 dBA

Total Leq All Segments: 64.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 64.51

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-23.07	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-23.40	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-14.47	-0.71	0.00	0.00	-13.64	52.13

Segment Leq : 52.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.40	!	2.40

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-14.98	-0.72	0.00	0.00	-13.88	48.52

Segment Leq : 48.52 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-20.70	-1.46	0.00	0.00	0.00	41.53

Segment Leq : 41.53 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-16.73	-1.46	0.00	0.00	0.00	46.85

Segment Leq : 46.85 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-4.96	0.00	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Total Leq All Segments: 59.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 30.95 + 0.00) = 30.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-22.08	-1.34	0.00	0.00	0.00	30.95

Segment Leq : 30.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 32.33 + 0.00) = 32.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-22.30	-1.33	0.00	0.00	0.00	32.33

Segment Leq : 32.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-13.30	-0.50	0.00	0.00	-13.46	48.79

Segment Leq : 48.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.78	-0.50	0.00	0.00	-13.71	44.73

Segment Leq : 44.73 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-19.72	-1.34	0.00	0.00	0.00	37.57

Segment Leq : 37.57 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-15.61	-1.33	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.18	0.00	-2.22	0.00	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 55.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.90
(NIGHT): 55.35

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-23.30	-1.46	0.00	0.00	0.00	40.53

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-23.65	-1.46	0.00	0.00	0.00	38.97

Segment Leq : 38.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.53	2.53

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-14.78	-0.71	0.00	0.00	-13.65	51.81

Segment Leq : 51.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.39	2.39

ROAD (0.00 + 48.25 + 0.00) = 48.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-15.25	-0.72	0.00	0.00	-13.89	48.25

Segment Leq : 48.25 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.21	0.00	-6.70	-1.46	0.00	0.00	0.00	55.05

Segment Leq : 55.05 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.67	0.00	-21.04	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.73	0.00	-16.25	-1.46	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Total Leq All Segments: 57.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-22.02	-1.33	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 33.14 + 0.00) = 33.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-22.33	-1.34	0.00	0.00	0.00	33.14

Segment Leq : 33.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 48.73 + 0.00) = 48.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-13.35	-0.50	0.00	0.00	-13.46	48.73

Segment Leq : 48.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.83	-0.50	0.00	0.00	-13.72	44.68

Segment Leq : 44.68 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.18	0.00	-4.08	-1.35	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 35.77 + 0.00) = 35.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-19.80	-1.34	0.00	0.00	0.00	35.77

Segment Leq : 35.77 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.23	0.00	-14.85	-1.35	0.00	0.00	0.00	42.03

Segment Leq : 42.03 dBA

Total Leq All Segments: 53.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.68
(NIGHT): 53.48

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
    
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.92 + 0.00) = 42.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-20.92	-1.46	0.00	0.00	0.00	42.92

Segment Leq : 42.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-21.23	-1.46	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.95	0.00	-11.96	-0.26	0.00	0.00	-16.80	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.49	2.49

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	78.09	0.00	-12.45	-0.27	0.00	0.00	-16.88	48.49

Segment Leq : 48.49 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.80	0.80

ROAD (0.00 + 31.71 + 0.00) = 31.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.67	0.00	-18.21	-1.29	0.00	0.00	-10.46	31.71

Segment Leq : 31.71 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 32.25 + 0.00) = 32.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.73	0.00	-16.10	-1.30	0.00	0.00	-11.09	32.25

Segment Leq : 32.25 dBA

Total Leq All Segments: 54.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-19.90	-1.33	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-20.26	-1.34	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.86	-0.01	0.00	0.00	-16.71	48.46

Segment Leq : 48.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	72.73	0.00	-11.32	-0.02	0.00	0.00	-16.80	44.60

Segment Leq : 44.60 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	0.82	!	0.82

ROAD (0.00 + 28.34 + 0.00) = 28.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.90	0.00	-17.07	-1.12	0.00	0.00	-10.36	28.34

Segment Leq : 28.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.64	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.23	0.00	-14.92	-1.13	0.00	0.00	-10.80	31.39

Segment Leq : 31.39 dBA

Total Leq All Segments: 50.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.20
(NIGHT): 50.35

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.87	0.00	-16.97	-1.46	0.00	0.00	0.00	42.44

Segment Leq : 42.44 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-17.71	-1.46	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 65.80 + 0.00) = 65.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-14.49	-1.41	0.00	0.00	0.00	65.80

Segment Leq : 65.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 62.71 + 0.00) = 62.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-15.56	-1.42	0.00	0.00	0.00	62.71

Segment Leq : 62.71 dBA

Total Leq All Segments: 67.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.85 + 0.00) = 34.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.19	-1.35	0.00	0.00	0.00	34.85

Segment Leq : 34.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-13.86	-1.26	0.00	0.00	0.00	62.64

Segment Leq : 62.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-14.85	-1.26	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 64.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.56
(NIGHT): 64.25

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod *
Medium truck volume :    21/1     veh/TimePeriod *
Heavy truck volume  :    11/1     veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume   : 93.45
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height :      1.50 / 4.50 m
Topography     :      1           (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.88	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.27 + 0.00) = 40.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-20.35	-1.46	0.00	0.00	0.00	40.27

Segment Leq : 40.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.39	2.39

ROAD (0.00 + 62.14 + 0.00) = 62.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	81.70	0.00	-16.82	-1.20	0.00	0.00	-4.49	59.20*
-90	90	0.63	81.70	0.00	-18.15	-1.41	0.00	0.00	0.00	62.14

* Bright Zone !

Segment Leq : 62.14 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.25	2.25

ROAD (0.00 + 59.44 + 0.00) = 59.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	79.69	0.00	-17.45	-1.21	0.00	0.00	-4.80	56.22*
-90	90	0.64	79.69	0.00	-18.83	-1.42	0.00	0.00	0.00	59.44

* Bright Zone !

Segment Leq : 59.44 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 64.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.54 + 0.00) = 31.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.96	-1.35	0.00	0.00	0.00	31.54

Segment Leq : 31.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-19.42	-1.35	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.48	2.48

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	77.76	0.00	-15.59	-1.03	0.00	0.00	-4.20	56.95*
-90	90	0.54	77.76	0.00	-16.90	-1.26	0.00	0.00	0.00	59.60

* Bright Zone !

Segment Leq : 59.60 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.33	2.33

ROAD (0.00 + 56.37 + 0.00) = 56.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	75.23	0.00	-16.24	-1.04	0.00	0.00	-4.64	53.31*
-90	90	0.55	75.23	0.00	-17.60	-1.26	0.00	0.00	0.00	56.37

* Bright Zone !

Segment Leq : 56.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 61.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.52
(NIGHT): 61.59

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991 veh/TimePeriod *
Medium truck volume : 21/1 veh/TimePeriod *
Heavy truck volume : 11/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.08
Day (16 hrs) % of Total Volume : 93.45

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.39	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-19.90	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.39	2.39

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	81.70	0.00	-16.25	-1.20	0.00	0.00	-4.48	59.78*
-90	90	0.63	81.70	0.00	-17.54	-1.41	0.00	0.00	0.00	62.75

* Bright Zone !

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.25	2.25

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	79.69	0.00	-16.93	-1.21	0.00	0.00	-4.80	56.75*
-90	90	0.64	79.69	0.00	-18.27	-1.42	0.00	0.00	0.00	59.99

* Bright Zone !

Segment Leq : 59.99 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 65.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.47	-1.35	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-18.97	-1.35	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.49	2.49

ROAD (0.00 + 60.16 + 0.00) = 60.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	77.76	0.00	-15.07	-1.03	0.00	0.00	-4.15	57.51*
-90	90	0.54	77.76	0.00	-16.34	-1.26	0.00	0.00	0.00	60.16

* Bright Zone !

Segment Leq : 60.16 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.34	2.34

ROAD (0.00 + 56.91 + 0.00) = 56.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	75.23	0.00	-15.74	-1.04	0.00	0.00	-4.62	53.84*
-90	90	0.55	75.23	0.00	-17.06	-1.26	0.00	0.00	0.00	56.91

* Bright Zone !

Segment Leq : 56.91 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 62.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.05
(NIGHT): 62.11

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991 veh/TimePeriod *
Medium truck volume : 21/1 veh/TimePeriod *
Heavy truck volume : 11/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.08
Day (16 hrs) % of Total Volume : 93.45
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-9.49	0.00	0.00	0.00	0.00	53.04

Segment Leq : 53.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.81	2.81

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-6.96	0.00	0.00	0.00	-14.90	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.59	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 63.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.83	0.00	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-9.40	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.06	3.06

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-6.78	0.00	0.00	0.00	-14.40	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.76	0.00	0.00	0.00	-14.82	52.65

Segment Leq : 52.65 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 58.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.63
(NIGHT): 58.99

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```
-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.15
Heavy Truck % of Total Volume    : 0.08
Day (16 hrs) % of Total Volume   : 93.45
```

Data for Segment # 5: Cousineau (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface        : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.97	0.00	0.00	0.00	0.00	54.56

Segment Leq : 54.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.31	3.31

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-3.74	0.00	0.00	0.00	-14.23	63.73

Segment Leq : 63.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.86	2.86

ROAD (0.00 + 59.30 + 0.00) = 59.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-5.52	0.00	0.00	0.00	-14.86	59.30

Segment Leq : 59.30 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 66.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.99	0.00	0.00	0.00	0.00	45.03

Segment Leq : 45.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-7.83	0.00	0.00	0.00	0.00	47.50

Segment Leq : 47.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.91	3.91

ROAD (0.00 + 61.52 + 0.00) = 61.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-3.36	0.00	0.00	0.00	-12.89	61.52

Segment Leq : 61.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	3.23 !	3.23

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-5.27	0.00	0.00	0.00	-14.12	55.84

Segment Leq : 55.84 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 62.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.28
(NIGHT): 62.97

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 67.23 + 0.00) = 67.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-13.06	-1.41	0.00	0.00	0.00	67.23

Segment Leq : 67.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.86 + 0.00) = 63.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-14.40	-1.42	0.00	0.00	0.00	63.86

Segment Leq : 63.86 dBA

Total Leq All Segments: 68.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.18 + 0.00) = 60.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-13.79	-1.26	0.00	0.00	0.00	60.18

Segment Leq : 60.18 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.90
(NIGHT): 65.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 75.02 + 0.00) = 75.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-5.27	-1.41	0.00	0.00	0.00	75.02

Segment Leq : 75.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 69.77 + 0.00) = 69.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-8.50	-1.42	0.00	0.00	0.00	69.77

Segment Leq : 69.77 dBA

Total Leq All Segments: 76.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 70.92 + 0.00) = 70.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-5.59	-1.26	0.00	0.00	0.00	70.92

Segment Leq : 70.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 65.54 + 0.00) = 65.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-8.43	-1.26	0.00	0.00	0.00	65.54

Segment Leq : 65.54 dBA

Total Leq All Segments: 72.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.17
(NIGHT): 72.03

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-19.68	-1.46	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.54	0.00	-11.23	-0.57	0.00	0.00	-15.07	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-11.99	-0.58	0.00	0.00	-15.36	51.76

Segment Leq : 51.76 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.49	0.00	-9.23	-1.46	0.00	0.00	0.00	57.80

Segment Leq : 57.80 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.88 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.46	0.00	-9.85	-1.46	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 60.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.27 + 0.00) = 31.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	52.02	0.00	-19.30	-1.46	0.00	0.00	0.00	31.27

Segment Leq : 31.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.10 + 0.00) = 34.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.33	0.00	-19.77	-1.46	0.00	0.00	0.00	34.10

Segment Leq : 34.10 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.72	0.00	-11.36	-0.57	0.00	0.00	-15.08	50.72

Segment Leq : 50.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.23	0.00	-12.10	-0.58	0.00	0.00	-15.37	47.19

Segment Leq : 47.19 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.02	0.00	-9.62	-1.46	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.90 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.49	0.00	-10.21	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 54.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.49
(NIGHT): 54.28

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.46	0.00	-12.15	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.44	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.22	0.00	0.00	0.00	-8.78	64.54

Segment Leq : 64.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-8.94	0.00	0.00	0.00	-8.85	60.68

Segment Leq : 60.68 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.49	0.00	-9.07	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-12.27	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-11.80	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-12.11	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.39 + 0.00) = 62.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-7.35	0.00	0.00	0.00	-7.98	62.39

Segment Leq : 62.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-8.26	0.00	0.00	0.00	-8.22	57.69

Segment Leq : 57.69 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.02	1.02

ROAD (0.00 + 33.49 + 0.00) = 33.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-8.99	0.00	0.00	0.00	-15.27	33.49

Segment Leq : 33.49 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.02	0.00	-8.99	0.00	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-11.93	0.00	0.00	0.00	0.00	52.22

Segment Leq : 52.22 dBA

Total Leq All Segments: 64.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.31

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.16	0.00	-14.91	-1.42	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.87	0.00	-13.93	-1.41	0.00	0.00	0.00	66.53

Segment Leq : 66.53 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.26	-1.26	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-13.35	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Total Leq All Segments: 65.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.45

**APPENDIX B.4.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
  
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 56.05 + 0.00) = 56.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.68	0.00	0.00	0.00	-17.25	56.05

Segment Leq : 56.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-9.05	0.00	0.00	0.00	-17.22	53.08

Segment Leq : 53.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.37 + 0.00) = 45.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-10.33	0.00	0.00	0.00	-15.70	45.37

Segment Leq : 45.37 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.10	!	1.10

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.61	0.00	0.00	0.00	-18.37	39.40

Segment Leq : 39.40 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.44 !	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.25

Segment Leq : 44.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-9.49	0.00	0.00	0.00	-17.14	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 52.06 + 0.00) = 52.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.86	0.00	0.00	0.00	-17.10	52.06

Segment Leq : 52.06 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-10.16	0.00	0.00	0.00	-15.59	40.92

Segment Leq : 40.92 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.17 !	1.17

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.19	0.00	0.00	0.00	-18.31	33.22

Segment Leq : 33.22 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.59 ! 3.59

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.78	34.01

Segment Leq : 34.01 dBA

Total Leq All Segments: 56.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.26
(NIGHT): 56.79

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
  
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.82 !	2.82

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.05	0.00	0.00	0.00	-17.22	56.71

Segment Leq : 56.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.89 !	2.89

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.35	0.00	0.00	0.00	-17.19	53.81

Segment Leq : 53.81 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.74 !	1.74

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.79	0.00	0.00	0.00	-15.68	45.93

Segment Leq : 45.93 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.14 !	1.14

ROAD (0.00 + 40.26 + 0.00) = 40.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-7.77	0.00	0.00	0.00	-18.35	40.26

Segment Leq : 40.26 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.34	4.34

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.89	-1.07	0.00	0.00	-5.08	44.03

Segment Leq : 44.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.90	0.00	0.00	0.00	-17.10	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.17	0.00	0.00	0.00	-17.04	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.52 + 0.00) = 41.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-9.60	0.00	0.00	0.00	-15.56	41.52

Segment Leq : 41.52 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.22 !	1.22

ROAD (0.00 + 34.08 + 0.00) = 34.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-7.37	0.00	0.00	0.00	-18.27	34.08

Segment Leq : 34.08 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.50 ! 4.50 ! 1.59 ! 3.59

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.78	34.01

Segment Leq : 34.01 dBA

Total Leq All Segments: 57.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.92
(NIGHT): 57.37

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.84 !	2.84

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.79	0.00	0.00	0.00	-17.21	56.98

Segment Leq : 56.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-8.04	0.00	0.00	0.00	-17.30	54.88

Segment Leq : 54.88 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.06	0.00	0.00	0.00	-15.66	46.67

Segment Leq : 46.67 dBA

Total Leq All Segments: 59.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.67	0.00	0.00	0.00	-17.08	54.62

Segment Leq : 54.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.90	0.00	0.00	0.00	-17.14	50.72

Segment Leq : 50.72 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.17 + 0.00) = 42.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.99	0.00	0.00	0.00	-15.53	42.17

Segment Leq : 42.17 dBA

Total Leq All Segments: 56.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.41
(NIGHT): 56.63

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.85 !	2.85

ROAD (0.00 + 57.10 + 0.00) = 57.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.67	0.00	0.00	0.00	-17.21	57.10

Segment Leq : 57.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.66 !	2.66

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.90	0.00	0.00	0.00	-17.29	55.02

Segment Leq : 55.02 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-8.99	0.00	0.00	0.00	-15.66	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 59.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.55	0.00	0.00	0.00	-17.07	54.75

Segment Leq : 54.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.87	!	2.87

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.76	0.00	0.00	0.00	-17.13	50.87

Segment Leq : 50.87 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.88	0.00	0.00	0.00	-15.52	42.29

Segment Leq : 42.29 dBA

Total Leq All Segments: 56.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.53
(NIGHT): 56.75

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -6.30 0.00 0.00 0.00 -5.04 50.46
-----
```

Segment Leq : 50.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-5.31	0.00	0.00	0.00	-5.04	52.32

Segment Leq : 52.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	1.56 !	1.56

ROAD (0.00 + 74.45 + 0.00) = 74.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	-5.00	69.45*
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	0.00	74.45

* Bright Zone !

Segment Leq : 74.45 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	1.55	1.55

ROAD (0.00 + 72.36 + 0.00) = 72.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	-5.00	67.36*
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	0.00	72.36

* Bright Zone !

Segment Leq : 72.36 dBA

Total Leq All Segments: 76.57 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	3.75	3.75

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	-0.37	47.21*
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	0.00	47.57

* Bright Zone !

Segment Leq : 47.57 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	3.61	3.61

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	-0.39	50.12*
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	0.00	50.51

* Bright Zone !

Segment Leq : 50.51 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	4.25	4.25

ROAD (0.00 + 70.60 + 0.00) = 70.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	-0.26	70.34*
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	0.00	70.60

* Bright Zone !

Segment Leq : 70.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 4.22 ! 4.22

ROAD (0.00 + 67.76 + 0.00) = 67.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	-0.23	67.54*
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	0.00	67.76

* Bright Zone !

Segment Leq : 67.76 dBA

Total Leq All Segments: 72.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.57
(NIGHT): 72.46

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.67	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-11.21	-1.46	0.00	0.00	0.00	50.57

Segment Leq : 50.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 52.26 + 0.00) = 52.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-15.27	-0.71	0.00	0.00	-13.67	52.26

Segment Leq : 52.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 49.72 + 0.00) = 49.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-14.88	-0.71	0.00	0.00	-13.75	49.72

Segment Leq : 49.72 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 44.30 + 0.00) = 44.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-18.26	-1.46	0.00	0.00	0.00	44.30

Segment Leq : 44.30 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 42.01 + 0.00) = 42.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-21.94	-1.46	0.00	0.00	0.00	42.01

Segment Leq : 42.01 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-2.39	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Total Leq All Segments: 61.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-11.50	-1.34	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-9.90	-1.34	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-14.13	-0.50	0.00	0.00	-13.51	49.35

Segment Leq : 49.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.55	2.55

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.74	-0.50	0.00	0.00	-13.59	46.81

Segment Leq : 46.81 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-17.28	-1.34	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-20.80	-1.33	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-2.86	0.00	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.63
(NIGHT): 55.53

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```
-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78
```

Data for Segment # 7: Cabana Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.03	0.00	-3.29	0.00	0.00	0.00	0.00	62.74

Segment Leq : 62.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 64.42 + 0.00) = 64.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-0.28	0.00	0.00	0.00	0.00	64.42

Segment Leq : 64.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 57.70 + 0.00) = 57.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-10.61	0.00	0.00	0.00	-13.60	57.70

Segment Leq : 57.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.52	2.52

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-10.16	0.00	0.00	0.00	-13.68	55.23

Segment Leq : 55.23 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.84	0.00	-9.54	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-11.83	0.00	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-3.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 68.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.88	0.00	-3.68	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.54	0.00	-1.03	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.68	0.00	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.63	2.63

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-10.24	0.00	0.00	0.00	-13.46	50.93

Segment Leq : 50.93 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.94	0.00	-9.63	0.00	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-11.89	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-1.86	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 61.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.15
(NIGHT): 61.30

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.21	0.00	-7.38	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.65	0.00	-6.30	0.00	0.00	0.00	0.00	54.35

Segment Leq : 54.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 64.62 + 0.00) = 64.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-9.12	0.00	0.00	0.00	-8.87	64.62

Segment Leq : 64.62 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.47	0.00	0.00	0.00	-9.20	62.69

Segment Leq : 62.69 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-9.44	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 67.34 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.96	0.00	-7.53	0.00	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.69	0.00	-6.50	0.00	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.67	2.67

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.23	0.00	0.00	0.00	-8.43	61.28

Segment Leq : 61.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 59.02 + 0.00) = 59.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.59	0.00	0.00	0.00	-8.70	59.02

Segment Leq : 59.02 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-9.54	0.00	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 63.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.34
(NIGHT): 63.65

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.57 + 0.00) = 42.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-16.33	-1.46	0.00	0.00	0.00	42.57

Segment Leq : 42.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-15.48	-1.46	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.61	0.00	-14.59	-0.84	0.00	0.00	-11.64	55.53

Segment Leq : 55.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.37	0.00	-14.08	-0.85	0.00	0.00	-11.91	53.52

Segment Leq : 53.52 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 58.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.41 + 0.00) = 34.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-15.88	-1.35	0.00	0.00	0.00	34.41

Segment Leq : 34.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-15.09	-1.35	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.93	0.00	-13.69	-0.64	0.00	0.00	-11.42	53.18

Segment Leq : 53.18 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.50	!	2.50

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.32	0.00	-13.23	-0.65	0.00	0.00	-11.67	50.78

Segment Leq : 50.78 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 55.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.13
(NIGHT): 55.35

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-17.91	-1.46	0.00	0.00	0.00	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-17.37	-1.46	0.00	0.00	0.00	43.42

Segment Leq : 43.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 54.40 + 0.00) = 54.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.61	0.00	-15.69	-0.84	0.00	0.00	-11.68	54.40

Segment Leq : 54.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.38	!	2.38

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.37	0.00	-15.25	-0.85	0.00	0.00	-11.96	52.31

Segment Leq : 52.31 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 56.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.91 + 0.00) = 32.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-17.38	-1.35	0.00	0.00	0.00	32.91

Segment Leq : 32.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-16.87	-1.35	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.57	2.57

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.93	0.00	-14.70	-0.64	0.00	0.00	-11.50	52.10

Segment Leq : 52.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.46	!	2.46

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.32	0.00	-14.30	-0.65	0.00	0.00	-11.76	49.61

Segment Leq : 49.61 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 54.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.95
(NIGHT): 54.23

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.61

Segment Leq : 52.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.84	0.00	0.00	0.00	0.00	57.06

Segment Leq : 57.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 62.20 + 0.00) = 62.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-8.90	0.00	0.00	0.00	-11.51	62.20

Segment Leq : 62.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.51	2.51

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.17	0.00	0.00	0.00	-11.74	60.45

Segment Leq : 60.45 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 66.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.47	0.00	0.00	0.00	0.00	45.24

Segment Leq : 45.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-4.62	0.00	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.35	0.00	0.00	0.00	-11.02	59.57

Segment Leq : 59.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 57.68 + 0.00) = 57.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.51	0.00	0.00	0.00	-11.13	57.68

Segment Leq : 57.68 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 62.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.64
(NIGHT): 62.56

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-8.77	0.00	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.53	2.53

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-10.58	0.00	0.00	0.00	-11.63	60.40

Segment Leq : 60.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 58.38 + 0.00) = 58.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-10.10	0.00	0.00	0.00	-11.89	58.38

Segment Leq : 58.38 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.94 + 0.00) = 42.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.77	0.00	0.00	0.00	0.00	42.94

Segment Leq : 42.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-8.15	0.00	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.18	0.00	0.00	0.00	-11.32	57.43

Segment Leq : 57.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.56 !	2.56

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-9.65	0.00	0.00	0.00	-11.55	55.12

Segment Leq : 55.12 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 60.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 60.43

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-21.06	-1.46	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-22.08	-1.41	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-21.74	-1.42	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Total Leq All Segments: 61.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-20.20	-1.35	0.00	0.00	0.00	30.16

Segment Leq : 30.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.72	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-20.48	-1.25	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-20.14	-1.26	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 59.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.33
(NIGHT): 59.24

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.68 + 0.00) = 35.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.68

Segment Leq : 35.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-22.46	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 57.99 + 0.00) = 57.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-23.21	-1.41	0.00	0.00	0.00	57.99

Segment Leq : 57.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-22.95	-1.42	0.00	0.00	0.00	56.00

Segment Leq : 56.00 dBA

Total Leq All Segments: 60.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.77 + 0.00) = 28.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-21.58	-1.35	0.00	0.00	0.00	28.77

Segment Leq : 28.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.35	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.08 + 0.00) = 56.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-21.60	-1.25	0.00	0.00	0.00	56.08

Segment Leq : 56.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-21.34	-1.26	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.17
(NIGHT): 58.09

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
    
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
    
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
    
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.38 !	1.12

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.44	0.00	0.00	0.00	-11.69	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 66.54 + 0.00) = 66.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.67	0.00	0.00	0.00	-7.22	66.54

Segment Leq : 66.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 64.89 + 0.00) = 64.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-7.58	64.89

Segment Leq : 64.89 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.02	0.00	0.00	0.00	-10.17	39.59

Segment Leq : 39.59 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 68.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.72	0.00	0.00	0.00	-7.69	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.18 !	2.68

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-5.60	0.00	0.00	0.00	-8.70	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.67 !	2.67

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.79	0.00	0.00	0.00	-6.73	63.41

Segment Leq : 63.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.60 !	2.60

ROAD (0.00 + 61.30 + 0.00) = 61.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.04	0.00	0.00	0.00	-6.98	61.30

Segment Leq : 61.30 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.20 !	3.70

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.13	0.00	0.00	0.00	-6.05	38.58

Segment Leq : 38.58 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.92 + 0.00) = 41.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-6.55	41.92

Segment Leq : 41.92 dBA

Total Leq All Segments: 65.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.86
(NIGHT): 65.54

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.98
-----
  
```

Segment Leq : 41.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.33 !	1.17

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.95	0.00	0.00	0.00	-11.36	45.59

Segment Leq : 45.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 66.02 + 0.00) = 66.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-9.16	0.00	0.00	0.00	-7.26	66.02

Segment Leq : 66.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.41 !	2.41

ROAD (0.00 + 64.22 + 0.00) = 64.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.51	0.00	0.00	0.00	-7.64	64.22

Segment Leq : 64.22 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.44	0.00	0.00	0.00	-10.09	39.25

Segment Leq : 39.25 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 68.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.62	!	3.12

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-7.16	0.00	0.00	0.00	-7.30	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.34 !	2.84

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-6.16	0.00	0.00	0.00	-8.13	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.64 !	2.64

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.26	0.00	0.00	0.00	-6.82	62.85

Segment Leq : 62.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.56	!	2.56

ROAD (0.00 + 60.57 + 0.00) = 60.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.63	0.00	0.00	0.00	-7.12	60.57

Segment Leq : 60.57 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.63	!	4.13

ROAD (0.00 + 38.41 + 0.00) = 38.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.57	0.00	0.00	0.00	-5.78	38.41

Segment Leq : 38.41 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.92 + 0.00) = 41.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-6.55	41.92

Segment Leq : 41.92 dBA

Total Leq All Segments: 64.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.29
(NIGHT): 64.93

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.64
-----
  
```

Segment Leq : 51.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-4.77	0.00	0.00	0.00	-8.37	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-10.63	0.00	0.00	0.00	-8.97	62.84

Segment Leq : 62.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.13	0.00	0.00	0.00	-8.94	60.12

Segment Leq : 60.12 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-9.41	0.00	0.00	0.00	-7.61	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	1.50	1.53	1.53

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-4.94	0.00	0.00	0.00	-7.81	56.82

Segment Leq : 56.82 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 38.04 + 0.00) = 38.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.99	0.00	0.00	0.00	-15.48	38.04

Segment Leq : 38.04 dBA

Total Leq All Segments: 65.89 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	-4.50	47.23*
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	0.00	51.73

* Bright Zone !

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	-4.69	48.49*
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	0.00	53.18

* Bright Zone !

Segment Leq : 53.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.71	0.00	0.00	0.00	-8.66	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.24	0.00	0.00	0.00	-8.60	56.63

Segment Leq : 56.63 dBA

Results segment # 5: Howard Ave (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	-2.74	46.63*
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	0.00	49.37

* Bright Zone !

Segment Leq : 49.37 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	3.75	3.75

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	-4.05	55.87*
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	0.00	59.91

* Bright Zone !

Segment Leq : 59.91 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-10.08	0.00	0.00	0.00	-15.37	32.49

Segment Leq : 32.49 dBA

Total Leq All Segments: 64.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.89
(NIGHT): 64.45

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8166/1500 veh/TimePeriod *
Medium truck volume : 639/117 veh/TimePeriod *
Heavy truck volume : 5549/1019 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.66
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8473/2024 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10701
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 9908/2242 veh/TimePeriod *
Medium truck volume : 184/42 veh/TimePeriod *
Heavy truck volume : 644/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13164
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.30 0.00 0.00 0.00 -8.52 51.05
-----
  
```

Segment Leq : 51.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.20	0.00	-4.28	-1.17	0.00	0.00	-9.35	51.40

Segment Leq : 51.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.32	0.00	-11.24	0.00	0.00	0.00	-7.95	61.13

Segment Leq : 61.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.85	0.00	0.00	0.00	-7.95	60.38

Segment Leq : 60.38 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.31	0.00	-11.37	0.00	0.00	0.00	-8.13	43.80

Segment Leq : 43.80 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-9.30	0.00	0.00	0.00	-8.10	52.17

Segment Leq : 52.17 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-6.35	0.00	0.00	0.00	-8.52	48.64

Segment Leq : 48.64 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.71	0.00	-12.65	0.00	0.00	0.00	-8.03	48.04

Segment Leq : 48.04 dBA

Total Leq All Segments: 64.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	-3.70	47.97*
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	0.00	51.67

* Bright Zone !

Segment Leq : 51.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	58.33	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 64.67 + 0.00) = 64.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	-1.55	63.11*
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	0.00	64.67

* Bright Zone !

Segment Leq : 64.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	-2.11	46.54*
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	4.21	4.21

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	-2.36	53.36*
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	0.00	55.72

* Bright Zone !

Segment Leq : 55.72 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.81	3.81

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	-3.96	47.44*
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	0.00	51.39

* Bright Zone !

Segment Leq : 51.39 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	-1.61	50.97*
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	0.00	52.58

* Bright Zone !

Segment Leq : 52.58 dBA

Total Leq All Segments: 68.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.74
(NIGHT): 68.29

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
  
```

ROAD (0.00 + 62.48 + 0.00) = 62.48 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.88 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.48
-----
  
```

Segment Leq : 62.48 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 65.92 + 0.00) = 65.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.74	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.92

Segment Leq : 65.92 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	4.13	!	4.13

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.23	0.00	-9.84	-0.91	0.00	0.00	-2.60	63.89*
-90	90	0.55	77.23	0.00	-11.16	-1.26	0.00	0.00	0.00	64.81

* Bright Zone !

Segment Leq : 64.81 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-8.48	-0.90	0.00	0.00	-3.92	65.82*
-90	90	0.54	79.12	0.00	-9.62	-1.25	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Total Leq All Segments: 69.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 69.87

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-17.65	-0.97	0.00	0.00	0.00	64.36

Segment Leq : 64.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.35 + 0.00) = 60.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-18.03	-0.97	0.00	0.00	0.00	60.35

Segment Leq : 60.35 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-16.57	-0.78	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.92	-0.78	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 65.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 65.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1374/386 veh/TimePeriod *
Medium truck volume : 90/25 veh/TimePeriod *
Heavy truck volume : 899/253 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 38.04
Day (16 hrs) % of Total Volume : 78.06

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 13668/2837 veh/TimePeriod *
Medium truck volume : 276/57 veh/TimePeriod *
Heavy truck volume : 1113/231 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18181
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18391/1619 veh/TimePeriod *
Medium truck volume : 464/41 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.43
Heavy Truck % of Total Volume : 1.22
Day (16 hrs) % of Total Volume : 91.91

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.28 + 0.00) = 65.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-16.74	-0.97	0.00	0.00	0.00	65.28

Segment Leq : 65.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-17.15	-0.97	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.97	0.00	-22.13	-1.41	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.85	0.00	-16.83	-1.19	0.00	0.00	0.00	52.83

Segment Leq : 52.83 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.05 m

ROAD (0.00 + 62.30 + 0.00) = 62.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.86	0.00	-5.56	0.00	0.00	0.00	0.00	62.30

Segment Leq : 62.30 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-22.23	-1.43	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 68.57 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-15.72	-0.78	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.11	-0.78	0.00	0.00	0.00	61.14

Segment Leq : 61.14 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.47	0.00	-20.97	-1.25	0.00	0.00	0.00	44.25

Segment Leq : 44.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	67.03	0.00	-15.92	-1.01	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.04 m

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.29	0.00	-5.80	0.00	0.00	0.00	0.00	54.49

Segment Leq : 54.49 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.96 + 0.00) = 39.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-21.07	-1.27	0.00	0.00	0.00	39.96

Segment Leq : 39.96 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 66.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.57
(NIGHT): 66.36

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16402/1782 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-25.03	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.56 + 0.00) = 36.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.22	-1.46	0.00	0.00	0.00	36.56

Segment Leq : 36.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-17.91	-1.41	0.00	0.00	0.00	63.66

Segment Leq : 63.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-18.56	-1.41	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.08	-1.46	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-22.50	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.52	-1.45	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.89	0.00	-21.83	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-24.16	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-23.87	-1.33	0.00	0.00	0.00	30.93

Segment Leq : 30.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.62 + 0.00) = 31.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.11	-1.34	0.00	0.00	0.00	31.62

Segment Leq : 31.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.60 + 0.00) = 62.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-16.52	-1.25	0.00	0.00	0.00	62.60

Segment Leq : 62.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-17.17	-1.25	0.00	0.00	0.00	59.60

Segment Leq : 59.60 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.72	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.98 + 0.00) = 46.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-21.18	-1.31	0.00	0.00	0.00	46.98

Segment Leq : 46.98 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-22.14	-1.29	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 36.45 + 0.00) = 36.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.44	0.00	-20.66	-1.33	0.00	0.00	0.00	36.45

Segment Leq : 36.45 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-23.02	-1.33	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.77
(NIGHT): 64.64

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	0.00	-1.46	0.00	0.00	0.00	55.64

Segment Leq : 55.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.54 + 0.00) = 36.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.24	-1.46	0.00	0.00	0.00	36.54

Segment Leq : 36.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.44 + 0.00) = 68.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-13.13	-1.41	0.00	0.00	0.00	68.44

Segment Leq : 68.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-14.35	-1.41	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-15.97	-1.43	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.83	-1.46	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.24	-1.46	0.00	0.00	0.00	51.49

Segment Leq : 51.49 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.35	-1.45	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 70.07 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-1.27	-1.35	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.51 + 0.00) = 31.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.22	-1.34	0.00	0.00	0.00	31.51

Segment Leq : 31.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 66.51 + 0.00) = 66.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-12.61	-1.25	0.00	0.00	0.00	66.51

Segment Leq : 66.51 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-13.74	-1.25	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-15.23	-1.27	0.00	0.00	0.00	45.79

Segment Leq : 45.79 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-21.68	-1.31	0.00	0.00	0.00	46.78

Segment Leq : 46.78 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.10	-1.31	0.00	0.00	0.00	46.06

Segment Leq : 46.06 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.89 + 0.00) = 43.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-21.50	-1.29	0.00	0.00	0.00	43.89

Segment Leq : 43.89 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.13 + 0.00) = 42.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-5.89	-1.35	0.00	0.00	0.00	42.13

Segment Leq : 42.13 dBA

Total Leq All Segments: 68.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.07
(NIGHT): 68.26

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-11.38	-0.42	0.00	0.00	-16.07	55.12

Segment Leq : 55.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-11.99	-0.42	0.00	0.00	-16.09	50.85

Segment Leq : 50.85 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.39 + 0.00) = 52.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.56	-1.45	0.00	0.00	0.00	52.39

Segment Leq : 52.39 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-19.35	-1.46	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-10.58	-0.18	0.00	0.00	-15.93	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-11.11	-0.18	0.00	0.00	-15.97	50.76

Segment Leq : 50.76 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-16.49	-1.29	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.31	-1.33	0.00	0.00	0.00	32.87

Segment Leq : 32.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.97 + 0.00) = 39.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-18.41	-1.33	0.00	0.00	0.00	39.97

Segment Leq : 39.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-6.46	-0.42	0.00	0.00	-15.69	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-7.82	-0.42	0.00	0.00	-15.84	55.27

Segment Leq : 55.27 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.00	-1.45	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-18.63	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.15	3.15

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-7.40	-0.18	0.00	0.00	-15.54	54.91

Segment Leq : 54.91 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-15.95	-1.29	0.00	0.00	0.00	49.44

Segment Leq : 49.44 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.43	-1.33	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-17.71	-1.33	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 61.08

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.35	0.00	-9.84	-0.10	0.00	0.00	-17.24	52.17

Segment Leq : 52.17 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.98	0.00	-9.20	-0.10	0.00	0.00	-17.22	56.47

Segment Leq : 56.47 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.78	1.78

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-7.57	0.00	0.00	0.00	-15.61	48.22

Segment Leq : 48.22 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.06	1.06

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.82	0.00	0.00	0.00	-18.40	38.17

Segment Leq : 38.17 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 59.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 51.83 + 0.00) = 51.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-9.08	0.00	0.00	0.00	-17.11	51.83

Segment Leq : 51.83 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.39	0.00	0.00	0.00	-17.06	54.93

Segment Leq : 54.93 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.87 !	1.87

ROAD (0.00 + 44.44 + 0.00) = 44.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-6.80	0.00	0.00	0.00	-15.44	44.44

Segment Leq : 44.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.11 !	1.11

ROAD (0.00 + 31.99 + 0.00) = 31.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-9.37	0.00	0.00	0.00	-18.35	31.99

Segment Leq : 31.99 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 57.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.62
(NIGHT): 57.69

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.35	0.00	-8.92	-0.10	0.00	0.00	-17.20	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 57.66 + 0.00) = 57.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.98	0.00	-8.06	-0.10	0.00	0.00	-17.16	57.66

Segment Leq : 57.66 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.82	1.82

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-6.22	0.00	0.00	0.00	-15.53	49.64

Segment Leq : 49.64 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.09	1.09

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.95	0.00	0.00	0.00	-18.38	39.05

Segment Leq : 39.05 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 60.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 53.17 + 0.00) = 53.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.85	0.00	0.00	0.00	-17.00	53.17

Segment Leq : 53.17 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.29 !	3.29

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-6.96	0.00	0.00	0.00	-16.90	56.52

Segment Leq : 56.52 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.98 !	1.98

ROAD (0.00 + 46.74 + 0.00) = 46.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-4.85	0.00	0.00	0.00	-15.10	46.74

Segment Leq : 46.74 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.16 !	1.16

ROAD (0.00 + 33.04 + 0.00) = 33.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.36	0.00	0.00	0.00	-18.31	33.04

Segment Leq : 33.04 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.51
(NIGHT): 59.03

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3808/418 veh/TimePeriod *
Medium truck volume : 34/4 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.11
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.63 0.00 -13.97 -1.33 0.00 0.00 -5.01 43.32
-----
  
```

Segment Leq : 43.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.99 + 0.00) = 41.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.24	0.00	-14.90	-1.34	0.00	0.00	-5.01	41.99

Segment Leq : 41.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 63.70 + 0.00) = 63.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	83.08	0.00	-9.63	-0.97	0.00	0.00	-8.79	63.70

Segment Leq : 63.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.21	0.00	-10.94	-0.98	0.00	0.00	-9.61	58.67

Segment Leq : 58.67 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.26 + 0.00) = 49.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-3.01	0.00	0.00	0.00	-5.09	49.26

Segment Leq : 49.26 dBA

Total Leq All Segments: 65.05 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.40	4.40

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.14	0.00	-13.00	-1.17	0.00	0.00	-0.07	41.90*
-90	90	0.59	56.14	0.00	-13.79	-1.33	0.00	0.00	0.00	41.01

* Bright Zone !

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.41	4.41

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.92*
-90	90	0.59	57.07	0.00	-14.76	-1.34	0.00	0.00	0.00	40.98

* Bright Zone !

Segment Leq : 40.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.83	!	2.83

ROAD (0.00 + 61.86 + 0.00) = 61.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.35	0.00	-8.77	-0.78	0.00	0.00	-7.94	61.86

Segment Leq : 61.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.51	!	2.51

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	75.76	0.00	-10.05	-0.79	0.00	0.00	-8.97	55.94

Segment Leq : 55.94 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	5.72	5.72

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.87	0.00	-0.79	0.00	0.00	0.00	99.00	149.07
-90	90	0.00	50.87	0.00	-0.79	0.00	0.00	0.00	0.00	50.07

* Bright Zone !

Segment Leq : 50.07 dBA

Total Leq All Segments: 63.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.05
(NIGHT): 63.13

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3808/418 veh/TimePeriod *
Medium truck volume : 34/4 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.11
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -7.97 0.00 0.00 0.00 -10.36 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-8.61	0.00	0.00	0.00	-10.26	43.80

Segment Leq : 43.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 77.64 + 0.00) = 77.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	-4.17	73.47*
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	0.00	77.64

* Bright Zone !

Segment Leq : 77.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	2.21	2.21

ROAD (0.00 + 73.49 + 0.00) = 73.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	-4.84	68.65*
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	0.00	73.49

* Bright Zone !

Segment Leq : 73.49 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	1.50	-0.60	1.40

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.09	0.00	0.00	0.00	-10.58	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 79.06 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	2.24	4.24

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	-4.45	41.79*
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.29	4.29

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	-4.31	43.27*
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.81	2.81

ROAD (0.00 + 74.16 + 0.00) = 74.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	-1.76	72.41*
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	0.00	74.16

* Bright Zone !

Segment Leq : 74.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	4.50	2.46	2.46

ROAD (0.00 + 69.23 + 0.00) = 69.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	-4.21	65.01*
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	0.00	69.23

* Bright Zone !

Segment Leq : 69.23 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.87	0.00	-6.30	0.00	0.00	0.00	-5.00	39.56

Segment Leq : 39.56 dBA

Total Leq All Segments: 75.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 79.06
(NIGHT): 75.38

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-17.95	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.60	-1.46	0.00	0.00	0.00	43.18

Segment Leq : 43.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.91	0.00	-11.83	-1.41	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

ROAD (0.00 + 64.29 + 0.00) = 64.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.06	0.00	-13.36	-1.41	0.00	0.00	0.00	64.29

Segment Leq : 64.29 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-13.95	-1.46	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-10.66	-1.46	0.00	0.00	0.00	53.30

Segment Leq : 53.30 dBA

Total Leq All Segments: 70.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 35.41 + 0.00) = 35.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.74	0.00	-17.87	-1.46	0.00	0.00	0.00	35.41

Segment Leq : 35.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 36.23 + 0.00) = 36.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.18	0.00	-18.49	-1.46	0.00	0.00	0.00	36.23

Segment Leq : 36.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.52 + 0.00) = 64.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.48	0.00	-11.55	-1.41	0.00	0.00	0.00	64.52

Segment Leq : 64.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

ROAD (0.00 + 60.15 + 0.00) = 60.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	74.63	0.00	-13.07	-1.41	0.00	0.00	0.00	60.15

Segment Leq : 60.15 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.85	0.00	-13.66	-1.46	0.00	0.00	0.00	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.14	0.00	-10.21	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Total Leq All Segments: 66.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.16
(NIGHT): 66.03

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.89 + 0.00) = 37.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-23.07	-1.46	0.00	0.00	0.00	37.89

Segment Leq : 37.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.39 + 0.00) = 38.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-23.40	-1.46	0.00	0.00	0.00	38.39

Segment Leq : 38.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-14.47	-0.71	0.00	0.00	-13.64	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.47	2.47

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-14.95	-0.71	0.00	0.00	-13.76	49.64

Segment Leq : 49.64 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-20.70	-1.46	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 47.22 + 0.00) = 47.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-16.73	-1.46	0.00	0.00	0.00	47.22

Segment Leq : 47.22 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.27	0.00	-4.96	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 60.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.31 + 0.00) = 31.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-22.09	-1.34	0.00	0.00	0.00	31.31

Segment Leq : 31.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-22.30	-1.34	0.00	0.00	0.00	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 50.24 + 0.00) = 50.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-13.30	-0.50	0.00	0.00	-13.46	50.24

Segment Leq : 50.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.55	2.55

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.76	-0.50	0.00	0.00	-13.59	46.78

Segment Leq : 46.78 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 37.81 + 0.00) = 37.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-19.71	-1.34	0.00	0.00	0.00	37.81

Segment Leq : 37.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-15.61	-1.33	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.30	0.00	-2.22	0.00	0.00	0.00	0.00	53.08

Segment Leq : 53.08 dBA

Total Leq All Segments: 56.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.23
(NIGHT): 56.01

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-23.30	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-23.65	-1.46	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-14.78	-0.71	0.00	0.00	-13.65	52.76

Segment Leq : 52.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-15.22	-0.71	0.00	0.00	-13.76	49.37

Segment Leq : 49.37 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-6.70	-1.46	0.00	0.00	0.00	55.12

Segment Leq : 55.12 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 39.34 + 0.00) = 39.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.84	0.00	-21.04	-1.46	0.00	0.00	0.00	39.34

Segment Leq : 39.34 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 43.38 + 0.00) = 43.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.08	0.00	-16.25	-1.46	0.00	0.00	0.00	43.38

Segment Leq : 43.38 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.54 + 0.00) = 34.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-22.01	-1.33	0.00	0.00	0.00	34.54

Segment Leq : 34.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-22.30	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	10.74	10.74

ROAD (0.00 + 58.82 + 0.00) = 58.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-13.35	-0.50	0.00	0.00	99.00	162.64
-90	90	0.54	77.48	0.00	-17.41	-1.25	0.00	0.00	0.00	58.82

* Bright Zone !

Segment Leq : 58.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.55	2.55

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.81	-0.50	0.00	0.00	-13.59	46.73

Segment Leq : 46.73 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.86 + 0.00) = 49.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.30	0.00	-4.08	-1.35	0.00	0.00	0.00	49.86

Segment Leq : 49.86 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.94	0.00	-19.78	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.56	0.00	-14.85	-1.35	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 59.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.15
(NIGHT): 59.70

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 43.66 + 0.00) = 43.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-20.92	-1.46	0.00	0.00	0.00	43.66

Segment Leq : 43.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 42.02 + 0.00) = 42.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-21.23	-1.46	0.00	0.00	0.00	42.02

Segment Leq : 42.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.91	0.00	-11.96	-0.26	0.00	0.00	-16.80	52.88

Segment Leq : 52.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.56	2.56

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.06	0.00	-12.42	-0.27	0.00	0.00	-16.84	49.53

Segment Leq : 49.53 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	0.84	0.84

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.84	0.00	-18.19	-1.29	0.00	0.00	-10.27	32.10

Segment Leq : 32.10 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.08	0.00	-16.10	-1.30	0.00	0.00	-11.07	32.62

Segment Leq : 32.62 dBA

Total Leq All Segments: 55.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-19.89	-1.33	0.00	0.00	0.00	36.66

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 35.96 + 0.00) = 35.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-20.24	-1.34	0.00	0.00	0.00	35.96

Segment Leq : 35.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.86	-0.01	0.00	0.00	-16.71	49.91

Segment Leq : 49.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.65	2.65

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-11.29	-0.01	0.00	0.00	-16.76	46.56

Segment Leq : 46.56 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	0.87	0.87

ROAD (0.00 + 28.63 + 0.00) = 28.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.94	0.00	-17.06	-1.12	0.00	0.00	-10.13	28.63

Segment Leq : 28.63 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	0.70	0.70

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.56	0.00	-14.92	-1.13	0.00	0.00	-10.85	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 51.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.14
(NIGHT): 51.88

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.21	0.00	-16.97	-1.46	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.48 + 0.00) = 41.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.65	0.00	-17.71	-1.46	0.00	0.00	0.00	41.48

Segment Leq : 41.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.72 + 0.00) = 66.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-14.48	-1.41	0.00	0.00	0.00	66.72

Segment Leq : 66.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-15.54	-1.42	0.00	0.00	0.00	63.41

Segment Leq : 63.41 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 36.11 + 0.00) = 36.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.96	0.00	-16.49	-1.35	0.00	0.00	0.00	36.11

Segment Leq : 36.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.69	0.00	-17.19	-1.35	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-13.85	-1.25	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.84	-1.26	0.00	0.00	0.00	60.22

Segment Leq : 60.22 dBA

Total Leq All Segments: 65.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.41

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.88	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-20.35	-1.46	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.43	2.43

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.80	-1.20	0.00	0.00	-4.37	60.24*
-90	90	0.63	82.61	0.00	-18.14	-1.41	0.00	0.00	0.00	63.06

* Bright Zone !

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.30	2.30

ROAD (0.00 + 60.14 + 0.00) = 60.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.37	0.00	-17.43	-1.21	0.00	0.00	-4.70	57.02*
-90	90	0.64	80.37	0.00	-18.81	-1.42	0.00	0.00	0.00	60.14

* Bright Zone !

Segment Leq : 60.14 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 65.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.96	-1.35	0.00	0.00	0.00	31.34

Segment Leq : 31.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-19.42	-1.35	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.52	2.52

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.58	-1.03	0.00	0.00	-4.04	58.29*
-90	90	0.54	78.93	0.00	-16.89	-1.25	0.00	0.00	0.00	60.79

* Bright Zone !

Segment Leq : 60.79 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.38	2.38

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.32	0.00	-16.22	-1.03	0.00	0.00	-4.51	54.56*
-90	90	0.55	76.32	0.00	-17.58	-1.26	0.00	0.00	0.00	57.48

* Bright Zone !

Segment Leq : 57.48 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 62.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.32
(NIGHT): 62.71

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.39	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-19.90	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.43	2.43

ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.24	-1.20	0.00	0.00	-4.35	60.82*
-90	90	0.63	82.61	0.00	-17.52	-1.41	0.00	0.00	0.00	63.68

* Bright Zone !

Segment Leq : 63.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.30	2.30

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.37	0.00	-16.91	-1.21	0.00	0.00	-4.70	57.55*
-90	90	0.64	80.37	0.00	-18.25	-1.42	0.00	0.00	0.00	60.70

* Bright Zone !

Segment Leq : 60.70 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 65.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.47	-1.35	0.00	0.00	0.00	31.83

Segment Leq : 31.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-18.97	-1.35	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.06	-1.03	0.00	0.00	-3.99	58.86*
-90	90	0.54	78.93	0.00	-16.33	-1.25	0.00	0.00	0.00	61.35

* Bright Zone !

Segment Leq : 61.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.39	2.39

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.32	0.00	-15.72	-1.03	0.00	0.00	-4.48	55.09*
-90	90	0.55	76.32	0.00	-17.04	-1.26	0.00	0.00	0.00	58.02

* Bright Zone !

Segment Leq : 58.02 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 63.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.86
(NIGHT): 63.23

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-9.49	0.00	0.00	0.00	0.00	53.40

Segment Leq : 53.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.85	2.85

ROAD (0.00 + 60.81 + 0.00) = 60.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-6.96	0.00	0.00	0.00	-14.84	60.81

Segment Leq : 60.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.64	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 64.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.83	0.00	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-9.40	0.00	0.00	0.00	0.00	46.28

Segment Leq : 46.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.10	3.10

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-6.78	0.00	0.00	0.00	-14.34	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.76	0.00	0.00	0.00	-14.75	53.82

Segment Leq : 53.82 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 60.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.33
(NIGHT): 60.04

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-7.97	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.35	3.35

ROAD (0.00 + 64.70 + 0.00) = 64.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-3.74	0.00	0.00	0.00	-14.17	64.70

Segment Leq : 64.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.91	2.91

ROAD (0.00 + 60.06 + 0.00) = 60.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.52	0.00	0.00	0.00	-14.79	60.06

Segment Leq : 60.06 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 67.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.99	0.00	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-7.83	0.00	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.94	3.94

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-3.36	0.00	0.00	0.00	-12.82	62.75

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-5.27	0.00	0.00	0.00	-14.04	57.01

Segment Leq : 57.01 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.06
(NIGHT): 64.11

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-16.77	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.15 + 0.00) = 68.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-13.05	-1.41	0.00	0.00	0.00	68.15

Segment Leq : 68.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-14.39	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Total Leq All Segments: 69.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.76 + 0.00) = 34.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-15.59	-1.35	0.00	0.00	0.00	34.76

Segment Leq : 34.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 38.05 + 0.00) = 38.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-16.28	-1.35	0.00	0.00	0.00	38.05

Segment Leq : 38.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-12.61	-1.25	0.00	0.00	0.00	65.07

Segment Leq : 65.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 61.29 + 0.00) = 61.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-13.77	-1.26	0.00	0.00	0.00	61.29

Segment Leq : 61.29 dBA

Total Leq All Segments: 66.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.75
(NIGHT): 66.60

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-12.76	-1.46	0.00	0.00	0.00	48.68

Segment Leq : 48.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 75.94 + 0.00) = 75.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-5.26	-1.41	0.00	0.00	0.00	75.94

Segment Leq : 75.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 70.46 + 0.00) = 70.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-8.49	-1.42	0.00	0.00	0.00	70.46

Segment Leq : 70.46 dBA

Total Leq All Segments: 77.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-11.46	-1.35	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-12.56	-1.35	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 72.10 + 0.00) = 72.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-5.58	-1.25	0.00	0.00	0.00	72.10

Segment Leq : 72.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 66.64 + 0.00) = 66.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-8.42	-1.26	0.00	0.00	0.00	66.64

Segment Leq : 66.64 dBA

Total Leq All Segments: 73.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.03
(NIGHT): 73.19

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-19.68	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.44	0.00	-11.23	-0.57	0.00	0.00	-15.07	55.57

Segment Leq : 55.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-11.97	-0.58	0.00	0.00	-15.29	52.53

Segment Leq : 52.53 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.96	0.00	-9.23	-1.46	0.00	0.00	0.00	58.27

Segment Leq : 58.27 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.87 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.78	0.00	-9.85	-1.46	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 61.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.96 + 0.00) = 30.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.71	0.00	-19.30	-1.46	0.00	0.00	0.00	30.96

Segment Leq : 30.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.44 + 0.00) = 34.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.68	0.00	-19.77	-1.46	0.00	0.00	0.00	34.44

Segment Leq : 34.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.93	0.00	-11.36	-0.57	0.00	0.00	-15.08	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.50	2.50

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.32	0.00	-12.08	-0.58	0.00	0.00	-15.29	48.37

Segment Leq : 48.37 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-9.62	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.88 m

ROAD (0.00 + 42.10 + 0.00) = 42.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.77	0.00	-10.21	-1.46	0.00	0.00	0.00	42.10

Segment Leq : 42.10 dBA

Total Leq All Segments: 55.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.11
(NIGHT): 55.24

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

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-----
Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.87	0.00	-12.15	0.00	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-12.44	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.44 + 0.00) = 65.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.22	0.00	0.00	0.00	-8.78	65.44

Segment Leq : 65.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.94	0.00	0.00	0.00	-8.85	61.39

Segment Leq : 61.39 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	0.97 !	0.97

ROAD (0.00 + 38.45 + 0.00) = 38.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.60	0.00	0.00	0.00	-15.46	38.45

Segment Leq : 38.45 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.89 + 0.00) = 59.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.07	0.00	0.00	0.00	0.00	59.89

Segment Leq : 59.89 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-12.27	0.00	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Total Leq All Segments: 68.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-11.80	0.00	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-12.11	0.00	0.00	0.00	0.00	46.21

Segment Leq : 46.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-7.35	0.00	0.00	0.00	-7.98	63.60

Segment Leq : 63.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-8.26	0.00	0.00	0.00	-8.22	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.01	1.01

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-8.99	0.00	0.00	0.00	-15.29	33.66

Segment Leq : 33.66 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-8.99	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-11.93	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Total Leq All Segments: 65.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.37
(NIGHT): 65.47

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.88	0.00	-14.90	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.39 + 0.00) = 67.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.74	0.00	-13.93	-1.41	0.00	0.00	0.00	67.39

Segment Leq : 67.39 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.23	0.00	-14.25	-1.26	0.00	0.00	0.00	61.73

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.51 + 0.00) = 64.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.12	0.00	-13.35	-1.25	0.00	0.00	0.00	64.51

Segment Leq : 64.51 dBA

Total Leq All Segments: 66.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 66.35

**APPENDIX B.5.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
  
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.68	0.00	0.00	0.00	-16.75	53.95

Segment Leq : 53.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-9.05	0.00	0.00	0.00	-16.72	51.39

Segment Leq : 51.39 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.59	!	1.50	!	1.65	!	1.65

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-10.33	0.00	0.00	0.00	-15.80	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.07	!	1.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.61	0.00	0.00	0.00	-18.18	38.71

Segment Leq : 38.71 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 56.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.44	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.42	4.42

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.76	-1.07	0.00	0.00	-5.00	43.78

Segment Leq : 43.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 50.56 + 0.00) = 50.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-9.49	0.00	0.00	0.00	-16.62	50.56

Segment Leq : 50.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.93	!	2.93

ROAD (0.00 + 49.32 + 0.00) = 49.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.86	0.00	0.00	0.00	-16.57	49.32

Segment Leq : 49.32 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.69	!	1.69

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-10.16	0.00	0.00	0.00	-15.70	39.65

Segment Leq : 39.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.15	!	1.15

ROAD (0.00 + 32.29 + 0.00) = 32.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.19	0.00	0.00	0.00	-18.11	32.29

Segment Leq : 32.29 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 54.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.38
(NIGHT): 54.14

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.05	0.00	0.00	0.00	-16.72	54.61

Segment Leq : 54.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-8.35	0.00	0.00	0.00	-16.68	52.13

Segment Leq : 52.13 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.59	!	1.50	!	1.66	!	1.66

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.79	0.00	0.00	0.00	-15.79	44.29

Segment Leq : 44.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.11	!	1.11

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-7.77	0.00	0.00	0.00	-18.16	39.56

Segment Leq : 39.56 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.44	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.33	4.33

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.90	-1.07	0.00	0.00	-5.08	43.56

Segment Leq : 43.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.90	0.00	0.00	0.00	-16.57	51.20

Segment Leq : 51.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.17	0.00	0.00	0.00	-16.50	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.70	!	1.70

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-9.60	0.00	0.00	0.00	-15.67	40.24

Segment Leq : 40.24 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.20	!	1.20

ROAD (0.00 + 33.15 + 0.00) = 33.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-7.37	0.00	0.00	0.00	-18.07	33.15

Segment Leq : 33.15 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 54.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 54.69

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
  
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.79	0.00	0.00	0.00	-16.71	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	2.47	2.47

ROAD (0.00 + 53.39 + 0.00) = 53.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-8.04	0.00	0.00	0.00	-16.90	53.39

Segment Leq : 53.39 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.67	1.67

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.06	0.00	0.00	0.00	-15.77	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.67	0.00	0.00	0.00	-16.55	51.45

Segment Leq : 51.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.67	!	2.67

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.90	0.00	0.00	0.00	-16.71	48.37

Segment Leq : 48.37 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.99	0.00	0.00	0.00	-15.64	40.89

Segment Leq : 40.89 dBA

Total Leq All Segments: 53.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.59
(NIGHT): 53.97

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
    
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
    
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.67	0.00	0.00	0.00	-16.70	55.01

Segment Leq : 55.01 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	2.49	2.49

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.90	0.00	0.00	0.00	-16.89	53.54

Segment Leq : 53.54 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.67	1.67

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-8.99	0.00	0.00	0.00	-15.76	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 57.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 76.67 0.00 -8.55 0.00 0.00 0.00 -16.54 51.59

Segment Leq : 51.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.69	!	2.69

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 72.98 0.00 -7.76 0.00 0.00 0.00 -16.70 48.53

Segment Leq : 48.53 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.88	0.00	0.00	0.00	-15.63	41.01

Segment Leq : 41.01 dBA

Total Leq All Segments: 54.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.72
(NIGHT): 54.10

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 49.45
-----
```

Segment Leq : 49.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-5.31	0.00	0.00	0.00	-5.04	52.10

Segment Leq : 52.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.78 !	2.78

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	-17.92	54.29

Segment Leq : 54.29 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	2.67	2.67

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-17.94	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 58.44 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	3.87	3.87

ROAD (0.00 + 46.42 + 0.00) = 46.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	-0.29	46.14*
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	0.00	46.42

* Bright Zone !

Segment Leq : 46.42 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	3.62	3.62

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	-0.39	49.81*
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	0.00	50.20

* Bright Zone !

Segment Leq : 50.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.91	2.91

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-17.84	50.06

Segment Leq : 50.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.98 ! 4.50 ! 2.83 ! 2.83

ROAD (0.00 + 47.14 + 0.00) = 47.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	-17.85	47.14

Segment Leq : 47.14 dBA

Total Leq All Segments: 54.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.44
(NIGHT): 54.80

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-12.67	-1.46	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-11.21	-1.46	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.52	2.52

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-14.56	-0.57	0.00	0.00	-15.25	48.76

Segment Leq : 48.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.32	2.32

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.24	-0.59	0.00	0.00	-15.40	46.28

Segment Leq : 46.28 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-18.26	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-21.94	-1.46	0.00	0.00	0.00	41.03

Segment Leq : 41.03 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-2.39	0.00	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 60.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-11.51	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-9.90	-1.33	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.59	2.59

ROAD (0.00 + 44.98 + 0.00) = 44.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-13.42	-0.34	0.00	0.00	-15.11	44.98

Segment Leq : 44.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.10	-0.36	0.00	0.00	-15.37	40.44

Segment Leq : 40.44 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-17.29	-1.34	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-20.82	-1.33	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-2.86	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.38
(NIGHT): 53.52

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-3.29	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 63.10 + 0.00) = 63.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.38	0.00	-0.28	0.00	0.00	0.00	0.00	63.10

Segment Leq : 63.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.57	2.57

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.61	0.00	0.00	0.00	-15.19	53.35

Segment Leq : 53.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.39	2.39

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-10.16	0.00	0.00	0.00	-15.44	50.90

Segment Leq : 50.90 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 51.42 + 0.00) = 51.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.96	0.00	-9.54	0.00	0.00	0.00	0.00	51.42

Segment Leq : 51.42 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-11.83	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-3.80	0.00	0.00	0.00	0.00	57.54

Segment Leq : 57.54 dBA

Total Leq All Segments: 66.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.54	0.00	-3.68	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-1.03	0.00	0.00	0.00	0.00	55.40

Segment Leq : 55.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.66	2.66

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.68	0.00	0.00	0.00	-15.01	48.16

Segment Leq : 48.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.49	2.49

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-10.24	0.00	0.00	0.00	-15.25	43.78

Segment Leq : 43.78 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 46.87 + 0.00) = 46.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-9.63	0.00	0.00	0.00	0.00	46.87

Segment Leq : 46.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 45.91 + 0.00) = 45.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-11.89	0.00	0.00	0.00	0.00	45.91

Segment Leq : 45.91 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-1.86	0.00	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.62
(NIGHT): 59.42

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.74	0.00	-7.38	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.06	0.00	-6.30	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.55	2.55

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.12	0.00	0.00	0.00	-15.23	55.89

Segment Leq : 55.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.47	2.47

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.47	0.00	0.00	0.00	-15.35	54.56

Segment Leq : 54.56 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-9.44	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Total Leq All Segments: 61.00 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.10

Segment Leq : 46.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.99	0.00	-6.50	0.00	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.68	2.68

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-9.23	0.00	0.00	0.00	-14.99	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.59	0.00	0.00	0.00	-15.07	49.61

Segment Leq : 49.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-9.54	0.00	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 56.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.00
(NIGHT): 56.02

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-16.33	-1.46	0.00	0.00	0.00	42.27

Segment Leq : 42.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-15.48	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.46	2.46

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.32	-0.58	0.00	0.00	-15.34	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.35	2.35

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-12.85	-0.59	0.00	0.00	-15.50	49.44

Segment Leq : 49.44 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-15.88	-1.35	0.00	0.00	0.00	34.33

Segment Leq : 34.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-15.09	-1.35	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.54	2.54

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-12.41	-0.35	0.00	0.00	-15.18	48.21

Segment Leq : 48.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.44 !	2.44

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-11.99	-0.36	0.00	0.00	-15.32	45.59

Segment Leq : 45.59 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 50.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.39
(NIGHT): 50.67

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-14.32	-0.58	0.00	0.00	-15.38	49.96

Segment Leq : 49.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-13.93	-0.59	0.00	0.00	-15.42	48.45

Segment Leq : 48.45 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 53.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.49	2.49

ROAD (0.00 + 47.23 + 0.00) = 47.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-13.33	-0.35	0.00	0.00	-15.25	47.23

Segment Leq : 47.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.97	-0.36	0.00	0.00	-15.40	44.54

Segment Leq : 44.54 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 49.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.30
(NIGHT): 49.63

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

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Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 57.63 + 0.00) = 57.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-13.71	57.63

Segment Leq : 57.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.44 !	2.44

ROAD (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-13.86	56.34

Segment Leq : 56.34 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.71	2.71

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-13.31	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-13.36	52.40

Segment Leq : 52.40 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 58.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.12
(NIGHT): 58.70

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.31	0.00	0.00	0.00	0.00	50.01

Segment Leq : 50.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-8.77	0.00	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-10.58	0.00	0.00	0.00	-13.82	55.84

Segment Leq : 55.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.34	2.34

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-10.10	0.00	0.00	0.00	-14.01	54.27

Segment Leq : 54.27 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 62.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.77	0.00	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 46.93 + 0.00) = 46.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-8.15	0.00	0.00	0.00	0.00	46.93

Segment Leq : 46.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.56	2.56

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-10.18	0.00	0.00	0.00	-13.57	52.40

Segment Leq : 52.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.48 !	2.48

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-9.65	0.00	0.00	0.00	-13.73	49.89

Segment Leq : 49.89 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 56.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.93
(NIGHT): 56.83

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / -9.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.42 + 0.00) = 36.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-21.44	-1.46	0.00	0.00	0.00	36.42

Segment Leq : 36.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-21.06	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-16.45	-0.58	0.00	0.00	-15.44	47.77

Segment Leq : 47.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.25	2.25

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-16.22	-0.59	0.00	0.00	-15.47	46.10

Segment Leq : 46.10 dBA

Total Leq All Segments: 50.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-20.20	-1.35	0.00	0.00	0.00	30.00

Segment Leq : 30.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.75	-1.35	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	11.76	11.76

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-14.95	-0.35	0.00	0.00	99.00	159.85
-90	90	0.55	76.16	0.00	-20.53	-1.26	0.00	0.00	0.00	54.37

* Bright Zone !

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.31 ! 2.31

ROAD (0.00 + 42.80 + 0.00) = 42.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-14.72	-0.36	0.00	0.00	-15.39	42.80

Segment Leq : 42.80 dBA

Total Leq All Segments: 54.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.56
(NIGHT): 54.71

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-22.77	-1.46	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-22.46	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.36	2.36

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-17.29	-0.58	0.00	0.00	-15.46	46.92

Segment Leq : 46.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.24	2.24

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-17.11	-0.59	0.00	0.00	-15.49	45.19

Segment Leq : 45.19 dBA

Total Leq All Segments: 49.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-21.58	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 32.52 + 0.00) = 32.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-21.21	-1.35	0.00	0.00	0.00	32.52

Segment Leq : 32.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.41	2.41

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-15.77	-0.35	0.00	0.00	-15.37	44.67

Segment Leq : 44.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.29 ! 2.29

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.13 73.27 0.00 -15.60 -0.36 0.00 0.00 -15.42 41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 46.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.63
(NIGHT): 46.75

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.53 0.00 0.00 0.00 -11.15 41.64
-----
  
```

Segment Leq : 41.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.45 !	1.05

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.44	0.00	0.00	0.00	-11.81	44.76

Segment Leq : 44.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 56.28 + 0.00) = 56.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.67	0.00	0.00	0.00	-15.10	56.28

Segment Leq : 56.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.14 !	1.36

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.02	0.00	0.00	0.00	-10.20	38.44

Segment Leq : 38.44 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 59.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.47	!	2.97

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.72	0.00	0.00	0.00	-7.69	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.58	!	4.50	!	0.13	!	2.63

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-5.60	0.00	0.00	0.00	-8.80	40.68

Segment Leq : 40.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.79	!	2.79

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-8.79	0.00	0.00	0.00	-14.82	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 50.26 + 0.00) = 50.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.04	0.00	0.00	0.00	-14.97	50.26

Segment Leq : 50.26 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.19 !	3.69

ROAD (0.00 + 37.54 + 0.00) = 37.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.13	0.00	0.00	0.00	-6.07	37.54

Segment Leq : 37.54 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.26
(NIGHT): 55.08

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.99 0.00 0.00 0.00 -10.93 41.40
-----
  
```

Segment Leq : 41.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.95	0.00	0.00	0.00	-11.47	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.62 !	2.62

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-9.16	0.00	0.00	0.00	-15.14	55.76

Segment Leq : 55.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.51	0.00	0.00	0.00	-15.35	54.51

Segment Leq : 54.51 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.44	0.00	0.00	0.00	-10.11	38.10

Segment Leq : 38.10 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.62	!	3.12

ROAD (0.00 + 37.09 + 0.00) = 37.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-7.16	0.00	0.00	0.00	-7.30	37.09

Segment Leq : 37.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.58 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.71 + 0.00) = 40.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-6.16	0.00	0.00	0.00	-8.21	40.71

Segment Leq : 40.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	2.74 !	2.74

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-9.26	0.00	0.00	0.00	-14.89	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.63	0.00	0.00	0.00	-15.07	49.56

Segment Leq : 49.56 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.24	!	3.74

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.57	0.00	0.00	0.00	-5.95	37.22

Segment Leq : 37.22 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 54.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 54.55

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 50.72
-----
  
```

Segment Leq : 50.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-4.77	0.00	0.00	0.00	-8.38	52.25

Segment Leq : 52.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-10.63	0.00	0.00	0.00	-9.14	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.13	0.00	0.00	0.00	-9.02	57.21

Segment Leq : 57.21 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.49	1.49

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-4.94	0.00	0.00	0.00	-7.92	54.55

Segment Leq : 54.55 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	3.63 !	3.63

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	-4.51	46.24*
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	0.00	50.74

* Bright Zone !

Segment Leq : 50.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.47 !	3.47

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	-4.69	48.04*
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	0.00	52.73

* Bright Zone !

Segment Leq : 52.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-10.71	0.00	0.00	0.00	-8.83	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.24	0.00	0.00	0.00	-8.68	51.54

Segment Leq : 51.54 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	-2.74	45.79*
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	0.00	48.54

* Bright Zone !

Segment Leq : 48.54 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	3.71	3.71

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	-4.17	53.87*
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	0.00	58.03

* Bright Zone !

Segment Leq : 58.03 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-10.08	0.00	0.00	0.00	-15.34	32.23

Segment Leq : 32.23 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 62.07

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5272/643 veh/TimePeriod *
Medium truck volume : 309/38 veh/TimePeriod *
Heavy truck volume : 2574/314 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.79
Heavy Truck % of Total Volume : 31.56
Day (16 hrs) % of Total Volume : 89.13

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7854/1916 veh/TimePeriod *
Medium truck volume : 98/24 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9952
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.39

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 7967/1754 veh/TimePeriod *
Medium truck volume : 141/31 veh/TimePeriod *
Heavy truck volume : 375/83 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 81.96
    
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
    
```

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.30 0.00 0.00 0.00 -8.52 50.13
-----
    
```

Segment Leq : 50.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.31 !	1.31

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.40	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.08	0.00	-11.24	0.00	0.00	0.00	-7.96	57.89

Segment Leq : 57.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.55 + 0.00) = 57.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.85	0.00	0.00	0.00	-7.95	57.55

Segment Leq : 57.55 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.92	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-9.30	0.00	0.00	0.00	-8.13	49.98

Segment Leq : 49.98 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.65	0.00	0.00	0.00	-8.04	46.11

Segment Leq : 46.11 dBA

Total Leq All Segments: 62.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	-3.71	46.97*
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	0.00	50.68

* Bright Zone !

Segment Leq : 50.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.36	4.36

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	-1.56	58.09*
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.35	4.35

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	-1.60	57.94*
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	0.00	59.54

* Bright Zone !

Segment Leq : 59.54 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.27	4.27

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.11	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.38

* Bright Zone !

Segment Leq : 48.38 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.20	4.20

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	-2.45	51.39*
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	0.00	53.84

* Bright Zone !

Segment Leq : 53.84 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	-3.95	47.15*
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	0.00	51.10

* Bright Zone !

Segment Leq : 51.10 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	-1.64	48.91*
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	0.00	50.55

* Bright Zone !

Segment Leq : 50.55 dBA

Total Leq All Segments: 64.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.13
(NIGHT): 64.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.15 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.71
-----
  
```

Segment Leq : 60.71 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.39	1.50	1.72	1.72

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.62	0.00	-8.73	-1.08	0.00	0.00	-7.01	63.79

Segment Leq : 63.79 dBA

Total Leq All Segments: 65.53 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	3.98	3.98

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.28	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.73*
-90	90	0.55	75.28	0.00	-11.17	-1.26	0.00	0.00	0.00	62.84

* Bright Zone !

Segment Leq : 62.84 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.39	!	4.50	!	4.06	!	4.06

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.83	0.00	-8.48	-0.90	0.00	0.00	-2.84	64.62*
-90	90	0.54	76.83	0.00	-9.62	-1.25	0.00	0.00	0.00	65.96

* Bright Zone !

Segment Leq : 65.96 dBA

Total Leq All Segments: 67.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.53
(NIGHT): 67.68

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66
    
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.77 + 0.00) = 61.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-17.65	-0.97	0.00	0.00	0.00	61.77

Segment Leq : 61.77 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.16 + 0.00) = 58.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-18.03	-0.97	0.00	0.00	0.00	58.16

Segment Leq : 58.16 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 64.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-16.57	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.92	-0.78	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 61.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.19
(NIGHT): 61.73

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1062/325 veh/TimePeriod *
Medium truck volume : 55/17 veh/TimePeriod *
Heavy truck volume : 551/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 33.02
Day (16 hrs) % of Total Volume : 76.55

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10686/2017 veh/TimePeriod *
Medium truck volume : 195/37 veh/TimePeriod *
Heavy truck volume : 712/134 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13781
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 6.14
Day (16 hrs) % of Total Volume : 84.12

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 16599/1416 veh/TimePeriod *
Medium truck volume : 469/40 veh/TimePeriod *
Heavy truck volume : 235/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18779
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.71
Heavy Truck % of Total Volume : 1.36
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-16.74	-0.97	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-17.15	-0.97	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 43.33 + 0.00) = 43.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	66.87	0.00	-22.13	-1.41	0.00	0.00	0.00	43.33

Segment Leq : 43.33 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.11	0.00	-16.86	-1.19	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 62.10 + 0.00) = 62.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.66	0.00	-5.56	0.00	0.00	0.00	0.00	62.10

Segment Leq : 62.10 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.02 m

ROAD (0.00 + 36.96 + 0.00) = 36.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-22.26	-1.43	0.00	0.00	0.00	36.96

Segment Leq : 36.96 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 66.90 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-15.72	-0.78	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.11	-0.78	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	64.75	0.00	-20.97	-1.25	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.92 + 0.00) = 47.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.87	0.00	-15.94	-1.02	0.00	0.00	0.00	47.92

Segment Leq : 47.92 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.98	0.00	-5.80	0.00	0.00	0.00	0.00	54.18

Segment Leq : 54.18 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.02 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.90
(NIGHT): 63.28

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-25.03	-1.46	0.00	0.00	0.00	35.73

Segment Leq : 35.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.22	-1.46	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.06 + 0.00) = 61.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-17.91	-1.41	0.00	0.00	0.00	61.06

Segment Leq : 61.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-18.56	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.08	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-22.50	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.55	-1.45	0.00	0.00	0.00	44.85

Segment Leq : 44.85 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-21.83	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 39.88 + 0.00) = 39.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-24.16	-1.46	0.00	0.00	0.00	39.88

Segment Leq : 39.88 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 28.96 + 0.00) = 28.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-23.90	-1.34	0.00	0.00	0.00	28.96

Segment Leq : 28.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.15 + 0.00) = 31.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.13	-1.34	0.00	0.00	0.00	31.15

Segment Leq : 31.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-16.52	-1.25	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-17.17	-1.25	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.73	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-21.20	-1.31	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-22.17	-1.30	0.00	0.00	0.00	42.05

Segment Leq : 42.05 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-20.66	-1.33	0.00	0.00	0.00	35.52

Segment Leq : 35.52 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-23.02	-1.33	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 61.26

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 35.98 + 0.00) = 35.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.24	-1.46	0.00	0.00	0.00	35.98

Segment Leq : 35.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.85 + 0.00) = 65.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-13.13	-1.41	0.00	0.00	0.00	65.85

Segment Leq : 65.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.40 + 0.00) = 61.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-14.35	-1.41	0.00	0.00	0.00	61.40

Segment Leq : 61.40 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 43.23 + 0.00) = 43.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-15.99	-1.43	0.00	0.00	0.00	43.23

Segment Leq : 43.23 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.83	-1.46	0.00	0.00	0.00	51.75

Segment Leq : 51.75 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.24	-1.46	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.39	-1.45	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 67.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.03 + 0.00) = 31.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.24	-1.34	0.00	0.00	0.00	31.03

Segment Leq : 31.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-12.61	-1.25	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-13.74	-1.25	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-15.26	-1.27	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.69	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.13	-1.31	0.00	0.00	0.00	43.54

Segment Leq : 43.54 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-21.53	-1.30	0.00	0.00	0.00	42.69

Segment Leq : 42.69 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 64.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.78
(NIGHT): 64.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-11.38	-0.42	0.00	0.00	-16.07	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-11.99	-0.42	0.00	0.00	-16.09	48.66

Segment Leq : 48.66 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.59	-1.45	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-23.37	-1.46	0.00	0.00	0.00	40.15

Segment Leq : 40.15 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-19.35	-1.46	0.00	0.00	0.00	44.68

Segment Leq : 44.68 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-10.58	-0.18	0.00	0.00	-15.93	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-11.11	-0.18	0.00	0.00	-15.97	47.49

Segment Leq : 47.49 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-16.52	-1.30	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-22.31	-1.33	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 38.84 + 0.00) = 38.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-18.41	-1.33	0.00	0.00	0.00	38.84

Segment Leq : 38.84 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.40
(NIGHT): 55.09

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-6.46	-0.42	0.00	0.00	-15.69	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-7.82	-0.42	0.00	0.00	-15.84	53.08

Segment Leq : 53.08 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 51.38 + 0.00) = 51.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.03	-1.45	0.00	0.00	0.00	51.38

Segment Leq : 51.38 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.21 + 0.00) = 38.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.04	0.00	-23.37	-1.46	0.00	0.00	0.00	38.21

Segment Leq : 38.21 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-18.63	-1.46	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.03 + 0.00) = 55.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.03

Segment Leq : 55.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-7.40	-0.18	0.00	0.00	-15.54	51.63

Segment Leq : 51.63 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-15.97	-1.30	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.57	0.00	-22.44	-1.33	0.00	0.00	0.00	31.80

Segment Leq : 31.80 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-17.71	-1.33	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
    
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 49.74 + 0.00) = 49.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.16	0.00	-10.41	-0.26	0.00	0.00	-16.74	49.74

Segment Leq : 49.74 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.39	0.00	-9.73	-0.26	0.00	0.00	-16.71	53.68

Segment Leq : 53.68 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.70	1.70

ROAD (0.00 + 46.57 + 0.00) = 46.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-7.57	0.00	0.00	0.00	-15.71	46.57

Segment Leq : 46.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.03	1.03

ROAD (0.00 + 37.47 + 0.00) = 37.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-9.82	0.00	0.00	0.00	-18.20	37.47

Segment Leq : 37.47 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 57.80 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.11	-0.01	0.00	0.00	-16.59	49.04

Segment Leq : 49.04 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.99	!	2.99

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.41	-0.01	0.00	0.00	-16.52	51.73

Segment Leq : 51.73 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-6.80	0.00	0.00	0.00	-15.45	43.27

Segment Leq : 43.27 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.09	!	1.09

ROAD (0.00 + 31.06 + 0.00) = 31.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-9.37	0.00	0.00	0.00	-18.15	31.06

Segment Leq : 31.06 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 55.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.80
(NIGHT): 55.34

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.16	0.00	-9.44	-0.26	0.00	0.00	-16.70	50.76

Segment Leq : 50.76 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.39	0.00	-8.53	-0.26	0.00	0.00	-16.65	54.94

Segment Leq : 54.94 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.74	1.74

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-6.22	0.00	0.00	0.00	-15.64	48.00

Segment Leq : 48.00 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.06	1.06

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.95	0.00	0.00	0.00	-18.19	38.36

Segment Leq : 38.36 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.88	-0.01	0.00	0.00	-16.46	50.41

Segment Leq : 50.41 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-6.98	-0.01	0.00	0.00	-16.33	53.35

Segment Leq : 53.35 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 45.44 + 0.00) = 45.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-4.85	0.00	0.00	0.00	-15.23	45.44

Segment Leq : 45.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	1.14	1.14

ROAD (0.00 + 32.11 + 0.00) = 32.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.36	0.00	0.00	0.00	-18.11	32.11

Segment Leq : 32.11 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.61
(NIGHT): 56.56

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 62.22 0.00 -13.98 -1.33 0.00 0.00 -5.01 41.89
-----
  
```

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.68	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.42

Segment Leq : 41.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	3.06	!	3.06

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-6.90	0.00	0.00	0.00	-17.83	56.12

Segment Leq : 56.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.81	0.00	0.00	0.00	-17.94	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.09	49.61

Segment Leq : 49.61 dBA

Total Leq All Segments: 58.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	4.40	4.40

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.20	0.00	-13.02	-1.17	0.00	0.00	-0.07	39.94*
-90	90	0.59	54.20	0.00	-13.81	-1.34	0.00	0.00	0.00	39.05

* Bright Zone !

Segment Leq : 39.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.41	4.41

ROAD (0.00 + 40.51 + 0.00) = 40.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.61	0.00	-13.92	-1.18	0.00	0.00	-0.07	41.45*
-90	90	0.59	56.61	0.00	-14.76	-1.34	0.00	0.00	0.00	40.51

* Bright Zone !

Segment Leq : 40.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	3.33 !	3.33

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-6.72	0.00	0.00	0.00	-17.66	52.27

Segment Leq : 52.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	4.50 !	2.90 !	2.90

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.66	0.00	0.00	0.00	-17.82	47.50

Segment Leq : 47.50 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
0.84 !	4.50 !	5.72 !	5.72

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	99.00	148.82
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	0.00	49.82

* Bright Zone !

Segment Leq : 49.82 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.52
(NIGHT): 55.32

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -7.97 0.00 0.00 0.00 -10.36 42.46
-----
  
```

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-8.61	0.00	0.00	0.00	-10.26	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	3.40 !	3.40

ROAD (0.00 + 57.70 + 0.00) = 57.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	-17.71	57.70

Segment Leq : 57.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.88 !	2.88

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	-17.87	53.73

Segment Leq : 53.73 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.59	41.03

Segment Leq : 41.03 dBA

Total Leq All Segments: 59.43 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	2.25	4.25

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	-4.44	40.65*
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	0.00	45.09

* Bright Zone !

Segment Leq : 45.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	2.29	4.29

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	-4.31	42.96*
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	0.00	47.27

* Bright Zone !

Segment Leq : 47.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	3.80	3.80

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	-17.43	54.04

Segment Leq : 54.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	4.50	3.17	3.17

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	-17.71	48.75

Segment Leq : 48.75 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.31 + 0.00) = 39.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-6.30	0.00	0.00	0.00	-5.00	39.31

Segment Leq : 39.31 dBA

Total Leq All Segments: 56.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.43
(NIGHT): 56.26

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.95	-1.46	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.56 + 0.00) = 42.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-18.60	-1.46	0.00	0.00	0.00	42.56

Segment Leq : 42.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	3.08 !	3.08

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-7.24	0.00	0.00	0.00	-17.51	54.38

Segment Leq : 54.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.74 !	2.74

ROAD (0.00 + 50.70 + 0.00) = 50.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-8.17	0.00	0.00	0.00	-17.64	50.70

Segment Leq : 50.70 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-13.95	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-10.66	-1.46	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 58.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 34.88 + 0.00) = 34.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.18	-1.35	0.00	0.00	0.00	34.88

Segment Leq : 34.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-17.69	-1.33	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	14.30	14.30

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-7.08	0.00	0.00	0.00	-0.11	66.67*
-90	90	0.54	73.85	0.00	-10.92	-1.26	0.00	0.00	0.00	61.68

* Bright Zone !

Segment Leq : 61.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	14.65	14.65

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-7.99	0.00	0.00	0.00	-0.08	61.20*
-90	90	0.55	69.27	0.00	-12.39	-1.27	0.00	0.00	0.00	55.62

* Bright Zone !

Segment Leq : 55.62 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-13.11	-1.34	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.74 + 0.00) = 49.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-9.75	-1.33	0.00	0.00	0.00	49.74

Segment Leq : 49.74 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.16
(NIGHT): 62.93

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-23.07	-1.46	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-23.40	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-13.80	-0.57	0.00	0.00	-15.22	49.55

Segment Leq : 49.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.32 !	2.32

ROAD (0.00 + 46.20 + 0.00) = 46.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.31	-0.59	0.00	0.00	-15.40	46.20

Segment Leq : 46.20 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-20.70	-1.46	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-16.73	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-4.96	0.00	0.00	0.00	0.00	58.04

Segment Leq : 58.04 dBA

Total Leq All Segments: 59.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 29.94 + 0.00) = 29.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-22.12	-1.35	0.00	0.00	0.00	29.94

Segment Leq : 29.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 32.13 + 0.00) = 32.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-22.29	-1.33	0.00	0.00	0.00	32.13

Segment Leq : 32.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 45.82 + 0.00) = 45.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.63	-0.34	0.00	0.00	-15.06	45.82

Segment Leq : 45.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.41 + 0.00) = 40.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.12	-0.36	0.00	0.00	-15.38	40.41

Segment Leq : 40.41 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 37.19 + 0.00) = 37.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-19.72	-1.34	0.00	0.00	0.00	37.19

Segment Leq : 37.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-15.62	-1.33	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.07	0.00	-2.22	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Total Leq All Segments: 54.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.21
(NIGHT): 54.39

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-23.30	-1.46	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-23.65	-1.46	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.53	2.53

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-14.10	-0.57	0.00	0.00	-15.23	49.24

Segment Leq : 49.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.31	2.31

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.57	-0.59	0.00	0.00	-15.41	45.94

Segment Leq : 45.94 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.00	0.00	-6.70	-1.46	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.96	0.00	-21.04	-1.46	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 42.84 + 0.00) = 42.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-16.25	-1.46	0.00	0.00	0.00	42.84

Segment Leq : 42.84 dBA

Total Leq All Segments: 56.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-22.02	-1.33	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-22.32	-1.34	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.68	-0.34	0.00	0.00	-15.06	45.77

Segment Leq : 45.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.17	-0.36	0.00	0.00	-15.38	40.36

Segment Leq : 40.36 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.07	0.00	-4.08	-1.35	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.50	0.00	-19.79	-1.34	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.80	0.00	-14.86	-1.35	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.73
(NIGHT): 52.10

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-20.92	-1.46	0.00	0.00	0.00	42.46

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 40.70 + 0.00) = 40.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-21.23	-1.46	0.00	0.00	0.00	40.70

Segment Leq : 40.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.56	2.56

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-13.29	-0.57	0.00	0.00	-15.20	50.08

Segment Leq : 50.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.34	2.34

ROAD (0.00 + 46.69 + 0.00) = 46.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-13.84	-0.59	0.00	0.00	-15.39	46.69

Segment Leq : 46.69 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.80	0.80

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	60.96	0.00	-18.21	-1.29	0.00	0.00	-10.47	30.99

Segment Leq : 30.99 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.56	1.50	0.59	0.59

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.55	0.00	-16.11	-1.30	0.00	0.00	-11.31	31.83

Segment Leq : 31.83 dBA

Total Leq All Segments: 52.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 35.31 + 0.00) = 35.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-19.89	-1.33	0.00	0.00	0.00	35.31

Segment Leq : 35.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-20.25	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.65	2.65

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.17	-0.34	0.00	0.00	-15.02	46.32

Segment Leq : 46.32 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-12.70	-0.36	0.00	0.00	-15.49	40.72

Segment Leq : 40.72 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	0.84	!	0.84

ROAD (0.00 + 28.03 + 0.00) = 28.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.50	0.00	-17.07	-1.12	0.00	0.00	-10.28	28.03

Segment Leq : 28.03 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.59	!	4.50	!	0.66	!	0.66

ROAD (0.00 + 30.73 + 0.00) = 30.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	57.80	0.00	-14.93	-1.13	0.00	0.00	-11.00	30.73

Segment Leq : 30.73 dBA

Total Leq All Segments: 47.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.57
(NIGHT): 47.99

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 113.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.74	0.00	-16.97	-1.46	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.06	0.00	-17.71	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.57	2.57

ROAD (0.00 + 53.67 + 0.00) = 53.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-10.79	-0.58	0.00	0.00	-15.21	53.67

Segment Leq : 53.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.41	2.41

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-11.59	-0.59	0.00	0.00	-15.43	50.77

Segment Leq : 50.77 dBA

Total Leq All Segments: 55.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.79 + 0.00) = 35.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.79

Segment Leq : 35.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.99	0.00	-17.19	-1.35	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.70	2.70

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-10.11	-0.35	0.00	0.00	-14.95	50.74

Segment Leq : 50.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.52 ! 2.52

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.13 73.27 0.00 -10.84 -0.36 0.00 0.00 -15.21 46.85

Segment Leq : 46.85 dBA

Total Leq All Segments: 52.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.82
(NIGHT): 52.39

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.88	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-20.35	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 50.80 + 0.00) = 50.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.51	-0.58	0.00	0.00	-15.35	50.80

Segment Leq : 50.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-14.03	-0.59	0.00	0.00	-15.42	48.34

Segment Leq : 48.34 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 56.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.96	-1.35	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-19.42	-1.35	0.00	0.00	0.00	35.13

Segment Leq : 35.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.54	2.54

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-12.33	-0.35	0.00	0.00	-15.18	48.30

Segment Leq : 48.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.85	-0.36	0.00	0.00	-15.39	44.66

Segment Leq : 44.66 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 52.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.58
(NIGHT): 52.55

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height     : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.39	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-19.90	-1.46	0.00	0.00	0.00	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.06	-0.58	0.00	0.00	-15.33	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-13.61	-0.59	0.00	0.00	-15.41	48.77

Segment Leq : 48.77 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 56.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.47	-1.35	0.00	0.00	0.00	31.75

Segment Leq : 31.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-18.97	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.57	2.57

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-11.92	-0.35	0.00	0.00	-15.14	48.74

Segment Leq : 48.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.45	-0.36	0.00	0.00	-15.36	45.09

Segment Leq : 45.09 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 52.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.79
(NIGHT): 52.80

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```
-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35
```

Data for Segment # 5: Cousineau (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.94	0.00	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-9.49	0.00	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.73	2.73

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.01	58.27

Segment Leq : 58.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.52	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.83	0.00	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-9.40	0.00	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.98	2.98

ROAD (0.00 + 54.86 + 0.00) = 54.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-6.78	0.00	0.00	0.00	-14.52	54.86

Segment Leq : 54.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.72 !	2.72

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.76	0.00	0.00	0.00	-14.92	50.59

Segment Leq : 50.59 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 57.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.44

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.35

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.16	0.00	0.00	0.00	0.00	52.16

Segment Leq : 52.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-7.97	0.00	0.00	0.00	0.00	54.04

Segment Leq : 54.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.24	3.24

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-3.74	0.00	0.00	0.00	-14.34	62.16

Segment Leq : 62.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.80	2.80

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-5.52	0.00	0.00	0.00	-14.95	57.90

Segment Leq : 57.90 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 64.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.56 + 0.00) = 44.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.99	0.00	0.00	0.00	0.00	44.56

Segment Leq : 44.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-7.83	0.00	0.00	0.00	0.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.83	3.83

ROAD (0.00 + 59.79 + 0.00) = 59.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-3.36	0.00	0.00	0.00	-13.01	59.79

Segment Leq : 59.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	3.16 !	3.16

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-5.27	0.00	0.00	0.00	-14.21	53.78

Segment Leq : 53.78 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 61.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.98
(NIGHT): 61.31

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-15.97	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-16.77	-1.46	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.58	2.58

ROAD (0.00 + 55.69 + 0.00) = 55.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.24	0.00	-10.21	-0.72	0.00	0.00	-13.63	55.69

Segment Leq : 55.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.40	2.40

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-11.26	-0.73	0.00	0.00	-13.92	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 57.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-15.59	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 37.42 + 0.00) = 37.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-16.31	-1.35	0.00	0.00	0.00	37.42

Segment Leq : 37.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.73	2.73

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.16	0.00	-9.70	-0.50	0.00	0.00	-13.27	52.68

Segment Leq : 52.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 2.54 ! 2.54

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-10.60	-0.51	0.00	0.00	-13.62	48.53

Segment Leq : 48.53 dBA

Total Leq All Segments: 54.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.69
(NIGHT): 54.23

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-11.60	-1.46	0.00	0.00	0.00	46.26

Segment Leq : 46.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-12.76	-1.46	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.19	3.19

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.24	0.00	-4.11	-0.72	0.00	0.00	-12.67	62.74

Segment Leq : 62.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.74	2.74

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-6.64	-0.73	0.00	0.00	-13.43	57.58

Segment Leq : 57.58 dBA

Total Leq All Segments: 64.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-11.46	-1.35	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 41.15 + 0.00) = 41.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-12.58	-1.35	0.00	0.00	0.00	41.15

Segment Leq : 41.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.58	3.58

ROAD (0.00 + 59.84 + 0.00) = 59.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.16	0.00	-4.29	-0.50	0.00	0.00	-11.52	59.84

Segment Leq : 59.84 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 3.02 ! 3.02

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-6.48	-0.51	0.00	0.00	-12.74	53.54

Segment Leq : 53.54 dBA

Total Leq All Segments: 60.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.07
(NIGHT): 60.83

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.67 + 0.00) = 38.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-19.20	-1.46	0.00	0.00	0.00	38.67

Segment Leq : 38.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-19.68	-1.46	0.00	0.00	0.00	40.87

Segment Leq : 40.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.57	2.57

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.05	0.00	-11.80	-0.71	0.00	0.00	-13.62	53.92

Segment Leq : 53.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.35	2.35

ROAD (0.00 + 51.06 + 0.00) = 51.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-12.60	-0.73	0.00	0.00	-13.99	51.06

Segment Leq : 51.06 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.05	0.00	-9.23	-1.46	0.00	0.00	0.00	57.36

Segment Leq : 57.36 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.66	0.00	-9.85	-1.46	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Total Leq All Segments: 59.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-18.60	-1.35	0.00	0.00	0.00	31.60

Segment Leq : 31.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 34.70 + 0.00) = 34.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.03	-1.35	0.00	0.00	0.00	34.70

Segment Leq : 34.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.69	2.69

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.10	0.00	-11.09	-0.50	0.00	0.00	-13.34	51.17

Segment Leq : 51.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.46	2.46

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-11.82	-0.51	0.00	0.00	-13.76	47.17

Segment Leq : 47.17 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.58	0.00	-9.21	-1.33	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.74	0.00	-9.78	-1.34	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Total Leq All Segments: 54.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.92
(NIGHT): 54.50

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.96	0.00	-12.15	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-12.44	0.00	0.00	0.00	0.00	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.22	0.00	0.00	0.00	-8.95	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-8.94	0.00	0.00	0.00	-8.94	58.48

Segment Leq : 58.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.05	0.00	-9.07	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.46 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-12.27	0.00	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Total Leq All Segments: 66.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.38 + 0.00) = 45.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-11.80	0.00	0.00	0.00	0.00	45.38

Segment Leq : 45.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-12.11	0.00	0.00	0.00	0.00	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.76	2.76

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-7.35	0.00	0.00	0.00	-8.15	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.71	2.71

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-8.26	0.00	0.00	0.00	-8.31	53.89

Segment Leq : 53.89 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.03	1.03

ROAD (0.00 + 33.40 + 0.00) = 33.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-8.99	0.00	0.00	0.00	-15.26	33.40

Segment Leq : 33.40 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.58	0.00	-8.99	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.46 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-11.93	0.00	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 62.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.19
(NIGHT): 62.35

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70

Data for Segment # 2: Hwy401 SB/WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.15	0.00	-14.92	-1.42	0.00	0.00	0.00	62.82

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.27 + 0.00) = 65.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.62	0.00	-13.94	-1.41	0.00	0.00	0.00	65.27

Segment Leq : 65.27 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 59.75 + 0.00) = 59.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.28	0.00	-14.26	-1.26	0.00	0.00	0.00	59.75

Segment Leq : 59.75 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.83	0.00	-13.35	-1.25	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 64.17

**APPENDIX B.5.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
  
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.68	0.00	0.00	0.00	-16.75	55.59

Segment Leq : 55.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of			
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-9.05	0.00	0.00	0.00	-16.72	52.68

Segment Leq : 52.68 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source	! Receiver	! Barrier	! Elevation of			
Height (m)	! Height (m)	! Height (m)	! Barrier Top (m)			
1.67	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-10.33	0.00	0.00	0.00	-15.70	45.02

Segment Leq : 45.02 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.08 !	1.08

ROAD (0.00 + 39.35 + 0.00) = 39.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.61	0.00	0.00	0.00	-18.18	39.35

Segment Leq : 39.35 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 57.84 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.44 !	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 44.20 + 0.00) = 44.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.20

Segment Leq : 44.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-9.49	0.00	0.00	0.00	-16.62	53.10

Segment Leq : 53.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.93	!	2.93

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.86	0.00	0.00	0.00	-16.57	51.41

Segment Leq : 51.41 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-10.16	0.00	0.00	0.00	-15.60	40.64

Segment Leq : 40.64 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.15 !	1.15

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.19	0.00	0.00	0.00	-18.11	33.03

Segment Leq : 33.03 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.59	!	3.59

ROAD (0.00 + 33.74 + 0.00) = 33.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.78	33.74

Segment Leq : 33.74 dBA

Total Leq All Segments: 56.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.84
(NIGHT): 56.21

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-16.72	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-16.68	53.42

Segment Leq : 53.42 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.74	!	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.11 !	1.11

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-7.77	0.00	0.00	0.00	-18.16	40.20

Segment Leq : 40.20 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.88 + 0.00) = 40.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.36	40.88

Segment Leq : 40.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.79	43.27

Segment Leq : 43.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.90	0.00	0.00	0.00	-16.57	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.17	0.00	0.00	0.00	-16.50	52.17

Segment Leq : 52.17 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 33.89 + 0.00) = 33.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.07	33.89

Segment Leq : 33.89 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 56.56

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-16.71	56.53

Segment Leq : 56.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-16.86	54.60

Segment Leq : 54.60 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 59.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-16.55	53.99

Segment Leq : 53.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-16.67	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.03
(NIGHT): 56.05

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.67	0.00	0.00	0.00	-16.70	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.90	0.00	0.00	0.00	-16.85	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-8.99	0.00	0.00	0.00	-15.66	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 59.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.55	0.00	0.00	0.00	-16.54	54.13

Segment Leq : 54.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.76	!	2.76

ROAD (0.00 + 50.26 + 0.00) = 50.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.76	0.00	0.00	0.00	-16.66	50.26

Segment Leq : 50.26 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.88	0.00	0.00	0.00	-15.52	42.00

Segment Leq : 42.00 dBA

Total Leq All Segments: 56.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.15
(NIGHT): 56.18

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! 1.40 ! 1.40
  
```

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -6.30 0.00 0.00 0.00 -5.04 50.29
-----
  
```

Segment Leq : 50.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-5.31	0.00	0.00	0.00	-5.03	52.38

Segment Leq : 52.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.86 !	2.86

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	-17.90	55.71

Segment Leq : 55.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.74	2.74

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	-17.93	53.71

Segment Leq : 53.71 dBA

Total Leq All Segments: 59.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	3.86	3.86

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	-0.29	47.06*
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	0.00	47.35

* Bright Zone !

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	3.63	3.63

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	-0.39	50.20*
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	0.00	50.59

* Bright Zone !

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.99	2.99

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	-17.82	51.73

Segment Leq : 51.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.05 ! 4.50 ! 2.89 ! 2.89

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	-17.83	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 55.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.48
(NIGHT): 55.96

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-7.24	0.00	0.00	0.00	-17.51	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.84	2.84

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-8.17	0.00	0.00	0.00	-17.60	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.88 + 0.00) = 35.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-17.15	-1.34	0.00	0.00	0.00	35.88

Segment Leq : 35.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.93 + 0.00) = 36.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.69	-1.33	0.00	0.00	0.00	36.93

Segment Leq : 36.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-7.08	0.00	0.00	0.00	-17.33	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.04	3.04

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-7.99	0.00	0.00	0.00	-17.47	47.27

Segment Leq : 47.27 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-13.10	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-9.75	-1.33	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Total Leq All Segments: 55.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 55.45

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 62.00 + 0.00) = 62.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.29	0.00	-3.29	0.00	0.00	0.00	0.00	62.00

Segment Leq : 62.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 63.80 + 0.00) = 63.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.08	0.00	-0.28	0.00	0.00	0.00	0.00	63.80

Segment Leq : 63.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-10.61	0.00	0.00	0.00	-15.15	55.19

Segment Leq : 55.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.49	2.49

ROAD (0.00 + 52.63 + 0.00) = 52.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-10.16	0.00	0.00	0.00	-15.30	52.63

Segment Leq : 52.63 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.67	0.00	-9.54	0.00	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-11.83	0.00	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-3.80	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Total Leq All Segments: 67.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.15	0.00	-3.68	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-1.03	0.00	0.00	0.00	0.00	55.78

Segment Leq : 55.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.68	0.00	0.00	0.00	-14.98	50.38

Segment Leq : 50.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.59	2.59

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-10.24	0.00	0.00	0.00	-15.11	47.38

Segment Leq : 47.38 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-9.63	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-11.89	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-1.86	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 60.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.30
(NIGHT): 60.16

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.87	0.00	-7.38	0.00	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-6.30	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.63	2.63

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-9.12	0.00	0.00	0.00	-15.11	57.47

Segment Leq : 57.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.54	2.54

ROAD (0.00 + 55.96 + 0.00) = 55.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.47	0.00	0.00	0.00	-15.26	55.96

Segment Leq : 55.96 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-9.44	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Total Leq All Segments: 61.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.09

Segment Leq : 46.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-6.50	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.76	2.76

ROAD (0.00 + 53.67 + 0.00) = 53.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-9.23	0.00	0.00	0.00	-14.87	53.67

Segment Leq : 53.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.59	0.00	0.00	0.00	-14.97	51.67

Segment Leq : 51.67 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-9.54	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 57.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.96
(NIGHT): 57.35

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```
-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60
```

Data for Segment # 5: Cousineau Dr (day/night)

```
-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-16.33	-1.46	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-15.48	-1.46	0.00	0.00	0.00	45.14

Segment Leq : 45.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.54	2.54

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.29	-0.57	0.00	0.00	-15.23	52.61

Segment Leq : 52.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.42	2.42

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-12.83	-0.58	0.00	0.00	-15.40	50.87

Segment Leq : 50.87 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 55.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-15.88	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.64 + 0.00) = 39.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-15.09	-1.35	0.00	0.00	0.00	39.64

Segment Leq : 39.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.62	2.62

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-12.38	-0.35	0.00	0.00	-15.07	49.97

Segment Leq : 49.97 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.51 !	2.51

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-11.97	-0.36	0.00	0.00	-15.23	47.68

Segment Leq : 47.68 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 52.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.68
(NIGHT): 52.37

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height :      1.50 / 4.50 m
Topography      :      1           (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-17.91	-1.46	0.00	0.00	0.00	41.09

Segment Leq : 41.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-17.37	-1.46	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-14.29	-0.57	0.00	0.00	-15.26	51.58

Segment Leq : 51.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.38 !	2.38

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-13.90	-0.58	0.00	0.00	-15.44	49.76

Segment Leq : 49.76 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 54.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-17.38	-1.35	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-16.87	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.58	2.58

ROAD (0.00 + 48.99 + 0.00) = 48.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-13.30	-0.35	0.00	0.00	-15.13	48.99

Segment Leq : 48.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.46 !	2.46

ROAD (0.00 + 46.63 + 0.00) = 46.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.95	-0.36	0.00	0.00	-15.30	46.63

Segment Leq : 46.63 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 51.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.57
(NIGHT): 51.34

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume     : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.84	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.60	2.60

ROAD (0.00 + 59.23 + 0.00) = 59.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-8.90	0.00	0.00	0.00	-13.57	59.23

Segment Leq : 59.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.51	2.51

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.17	0.00	0.00	0.00	-13.74	57.77

Segment Leq : 57.77 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 64.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.47	0.00	0.00	0.00	0.00	45.55

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-4.62	0.00	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.80	2.80

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.35	0.00	0.00	0.00	-13.16	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.75 !	2.75

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.51	0.00	0.00	0.00	-13.24	54.49

Segment Leq : 54.49 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 59.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.97
(NIGHT): 59.99

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.58

Segment Leq : 50.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-8.77	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.52	2.52

ROAD (0.00 + 57.45 + 0.00) = 57.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-10.58	0.00	0.00	0.00	-13.68	57.45

Segment Leq : 57.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.40	2.40

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-10.10	0.00	0.00	0.00	-13.89	55.70

Segment Leq : 55.70 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 63.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.77	0.00	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-8.15	0.00	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.64	2.64

ROAD (0.00 + 54.15 + 0.00) = 54.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.18	0.00	0.00	0.00	-13.42	54.15

Segment Leq : 54.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-9.65	0.00	0.00	0.00	-13.61	51.97

Segment Leq : 51.97 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 58.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.68
(NIGHT): 58.00

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / 313.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.00 + 0.00) = 37.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.00

Segment Leq : 37.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-21.06	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.46	2.46

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-16.42	-0.57	0.00	0.00	-15.32	49.39

Segment Leq : 49.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.32	2.32

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-16.19	-0.58	0.00	0.00	-15.40	47.52

Segment Leq : 47.52 dBA

Total Leq All Segments: 52.00 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.46 + 0.00) = 30.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-20.20	-1.35	0.00	0.00	0.00	30.46

Segment Leq : 30.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-19.75	-1.35	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.52	2.52

ROAD (0.00 + 47.28 + 0.00) = 47.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-14.92	-0.35	0.00	0.00	-15.22	47.28

Segment Leq : 47.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 2.38 ! 2.38

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-14.69	-0.36	0.00	0.00	-15.40	44.78

Segment Leq : 44.78 dBA

Total Leq All Segments: 49.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.00
(NIGHT): 49.41

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.67 + 0.00) = 35.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.67

Segment Leq : 35.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-22.46	-1.46	0.00	0.00	0.00	38.62

Segment Leq : 38.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.44	2.44

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-17.26	-0.57	0.00	0.00	-15.34	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.31	2.31

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-17.08	-0.58	0.00	0.00	-15.41	46.61

Segment Leq : 46.61 dBA

Total Leq All Segments: 51.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 29.08 + 0.00) = 29.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-21.58	-1.35	0.00	0.00	0.00	29.08

Segment Leq : 29.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-21.21	-1.35	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.49	2.49

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-15.74	-0.35	0.00	0.00	-15.25	46.43

Segment Leq : 46.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.21 ! 4.50 ! 2.36 ! 2.36

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-15.57	-0.36	0.00	0.00	-15.44	43.87

Segment Leq : 43.87 dBA

Total Leq All Segments: 48.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.08
(NIGHT): 48.51

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 45.36 + 0.00) = 45.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.44	0.00	0.00	0.00	-11.73	45.36

Segment Leq : 45.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 57.85 + 0.00) = 57.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.67	0.00	0.00	0.00	-15.02	57.85

Segment Leq : 57.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.12 !	1.38

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.02	0.00	0.00	0.00	-10.17	39.27

Segment Leq : 39.27 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 60.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.72	0.00	0.00	0.00	-7.69	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.13 !	2.63

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-5.60	0.00	0.00	0.00	-8.80	40.93

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.84 !	2.84

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-8.79	0.00	0.00	0.00	-14.75	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.75 !	2.75

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.04	0.00	0.00	0.00	-14.88	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.21 !	3.71

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.13	0.00	0.00	0.00	-6.04	38.31

Segment Leq : 38.31 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.67
(NIGHT): 56.77

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.97 + 0.00) = 41.97 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.97
-----
  
```

Segment Leq : 41.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.36 !	1.14

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.95	0.00	0.00	0.00	-11.40	45.19

Segment Leq : 45.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 57.32 + 0.00) = 57.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-9.16	0.00	0.00	0.00	-15.06	57.32

Segment Leq : 57.32 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.51	0.00	0.00	0.00	-15.26	55.91

Segment Leq : 55.91 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 38.94 + 0.00) = 38.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.44	0.00	0.00	0.00	-10.09	38.94

Segment Leq : 38.94 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 60.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-7.16	0.00	0.00	0.00	-7.30	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-6.16	0.00	0.00	0.00	-8.22	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 53.65 + 0.00) = 53.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-9.26	0.00	0.00	0.00	-14.81	53.65

Segment Leq : 53.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 51.62 + 0.00) = 51.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.63	0.00	0.00	0.00	-14.98	51.62

Segment Leq : 51.62 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.26 !	3.76

ROAD (0.00 + 37.99 + 0.00) = 37.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.57	0.00	0.00	0.00	-5.93	37.99

Segment Leq : 37.99 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.12
(NIGHT): 56.22

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.22
-----
  
```

Segment Leq : 51.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.33	!	1.33

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-4.77	0.00	0.00	0.00	-8.37	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 61.94 + 0.00) = 61.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-10.63	0.00	0.00	0.00	-8.97	61.94

Segment Leq : 61.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.13	0.00	0.00	0.00	-8.94	59.40

Segment Leq : 59.40 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.44	1.44

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-9.41	0.00	0.00	0.00	-7.61	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-4.94	0.00	0.00	0.00	-7.86	55.60

Segment Leq : 55.60 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 65.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	-4.51	46.84*
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.47	3.47

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	-4.70	48.22*
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	0.00	52.92

* Bright Zone !

Segment Leq : 52.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-10.71	0.00	0.00	0.00	-8.66	58.36

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.24	0.00	0.00	0.00	-8.60	55.34

Segment Leq : 55.34 dBA

Results segment # 5: Howard Ave (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	-2.74	46.26*
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	0.00	49.00

* Bright Zone !

Segment Leq : 49.00 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.73	3.73

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	-4.11	54.82*
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	0.00	58.94

* Bright Zone !

Segment Leq : 58.94 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-10.08	0.00	0.00	0.00	-15.35	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.07
(NIGHT): 63.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7324/1136 veh/TimePeriod *
Medium truck volume : 503/78 veh/TimePeriod *
Heavy truck volume : 4304/668 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14014
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 35.48
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8032/1918 veh/TimePeriod *
Medium truck volume : 104/25 veh/TimePeriod *
Heavy truck volume : 52/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8893/2012 veh/TimePeriod *
Medium truck volume : 165/37 veh/TimePeriod *
Heavy truck volume : 578/131 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.64
-----
  
```

Segment Leq : 50.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.31	!	1.31

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.77	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.97

Segment Leq : 50.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.26	0.00	-11.24	0.00	0.00	0.00	-7.95	60.07

Segment Leq : 60.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.85	0.00	0.00	0.00	-7.95	59.67

Segment Leq : 59.67 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-11.37	0.00	0.00	0.00	-8.13	43.57

Segment Leq : 43.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-9.30	0.00	0.00	0.00	-8.11	50.99

Segment Leq : 50.99 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-12.65	0.00	0.00	0.00	-8.03	47.57

Segment Leq : 47.57 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	-3.71	47.57*
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	58.06	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.44

Segment Leq : 47.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 62.87 + 0.00) = 62.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	-1.55	61.32*
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	0.00	62.87

* Bright Zone !

Segment Leq : 62.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	-1.59	61.66*
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	-2.10	46.37*
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	0.00	48.47

* Bright Zone !

Segment Leq : 48.47 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.21	4.21

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	-2.41	52.33*
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	0.00	54.74

* Bright Zone !

Segment Leq : 54.74 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	-3.95	47.25*
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	0.00	51.20

* Bright Zone !

Segment Leq : 51.20 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	-1.61	50.50*
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 66.90

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
```

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.16 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.73
-----
```

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.06 + 0.00) = 65.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.87	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.06

Segment Leq : 65.06 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	3.98	3.98

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.32	0.00	-9.85	-0.91	0.00	0.00	-3.78	61.78*
-90	90	0.55	76.32	0.00	-11.17	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 67.35 + 0.00) = 67.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.22	0.00	-8.48	-0.90	0.00	0.00	-3.92	64.93*
-90	90	0.54	78.22	0.00	-9.62	-1.25	0.00	0.00	0.00	67.35

* Bright Zone !

Segment Leq : 67.35 dBA

Total Leq All Segments: 68.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 68.96

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1184/313 veh/TimePeriod *
Medium truck volume : 75/20 veh/TimePeriod *
Heavy truck volume : 747/198 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2537
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 37.24
Day (16 hrs) % of Total Volume : 79.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 11613/2411 veh/TimePeriod *
Medium truck volume : 234/49 veh/TimePeriod *
Heavy truck volume : 945/196 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17491/1519 veh/TimePeriod *
Medium truck volume : 466/40 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19769
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13
    
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.33 + 0.00) = 64.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-16.74	-0.97	0.00	0.00	0.00	64.33

Segment Leq : 64.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-17.15	-0.97	0.00	0.00	0.00	60.34

Segment Leq : 60.34 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.17	0.00	-22.13	-1.41	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.14	0.00	-16.83	-1.19	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.07 m

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-22.24	-1.43	0.00	0.00	0.00	37.90

Segment Leq : 37.90 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 67.89 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-15.72	-0.78	0.00	0.00	0.00	62.72

Segment Leq : 62.72 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.11	-0.78	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	65.41	0.00	-20.97	-1.25	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.32	0.00	-15.92	-1.01	0.00	0.00	0.00	49.39

Segment Leq : 49.39 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.06 m

ROAD (0.00 + 54.33 + 0.00) = 54.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.13	0.00	-5.80	0.00	0.00	0.00	0.00	54.33

Segment Leq : 54.33 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-21.08	-1.27	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.89
(NIGHT): 65.30

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-16.72	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.83 !	2.83

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-16.68	53.42

Segment Leq : 53.42 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.67 !	1.50 !	1.74 !	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.11	!	1.11

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-7.77	0.00	0.00	0.00	-18.16	40.20

Segment Leq : 40.20 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.88 + 0.00) = 40.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.36	40.88

Segment Leq : 40.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.79	43.27

Segment Leq : 43.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.90	0.00	0.00	0.00	-16.57	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.17	0.00	0.00	0.00	-16.50	52.17

Segment Leq : 52.17 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 33.89 + 0.00) = 33.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.07	33.89

Segment Leq : 33.89 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 56.56

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-16.71	56.53

Segment Leq : 56.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.54	2.54

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-16.86	54.60

Segment Leq : 54.60 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.75	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 59.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-16.55	53.99

Segment Leq : 53.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-16.67	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.03
(NIGHT): 56.05

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-25.03	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.40 + 0.00) = 36.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.22	-1.46	0.00	0.00	0.00	36.40

Segment Leq : 36.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-17.91	-1.41	0.00	0.00	0.00	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-18.56	-1.41	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.08	-1.46	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-22.50	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.52	-1.45	0.00	0.00	0.00	46.08

Segment Leq : 46.08 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.67	0.00	-21.83	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-24.16	-1.46	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 30.45 + 0.00) = 30.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-23.88	-1.33	0.00	0.00	0.00	30.45

Segment Leq : 30.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.57 + 0.00) = 31.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.11	-1.34	0.00	0.00	0.00	31.57

Segment Leq : 31.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-16.52	-1.25	0.00	0.00	0.00	61.44

Segment Leq : 61.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-17.17	-1.25	0.00	0.00	0.00	58.41

Segment Leq : 58.41 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-20.72	-1.31	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-21.19	-1.31	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 42.97 + 0.00) = 42.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-22.14	-1.29	0.00	0.00	0.00	42.97

Segment Leq : 42.97 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 36.26 + 0.00) = 36.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.25	0.00	-20.65	-1.33	0.00	0.00	0.00	36.26

Segment Leq : 36.26 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-23.02	-1.33	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 63.50

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-11.38	-0.42	0.00	0.00	-16.07	54.16

Segment Leq : 54.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-11.99	-0.42	0.00	0.00	-16.09	49.95

Segment Leq : 49.95 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.56	-1.45	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-19.35	-1.46	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-10.58	-0.18	0.00	0.00	-15.93	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-11.11	-0.18	0.00	0.00	-15.97	49.58

Segment Leq : 49.58 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-16.49	-1.29	0.00	0.00	0.00	48.61

Segment Leq : 48.61 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.30	-1.33	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.58 + 0.00) = 39.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-18.41	-1.33	0.00	0.00	0.00	39.58

Segment Leq : 39.58 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 56.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.46
(NIGHT): 56.66

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-6.46	-0.42	0.00	0.00	-15.69	59.46

Segment Leq : 59.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-7.82	-0.42	0.00	0.00	-15.84	54.37

Segment Leq : 54.37 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.00	-1.45	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-18.63	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 62.32 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

 Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

 Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.57

 Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.15	3.15

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-7.40	-0.18	0.00	0.00	-15.54	53.72

Segment Leq : 53.72 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-15.95	-1.29	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.43	-1.33	0.00	0.00	0.00	32.56

Segment Leq : 32.56 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-17.71	-1.33	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 60.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.32
(NIGHT): 60.05

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.45	0.00	-10.41	-0.26	0.00	0.00	-16.74	51.03

Segment Leq : 51.03 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 55.32 + 0.00) = 55.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.03	0.00	-9.73	-0.26	0.00	0.00	-16.71	55.32

Segment Leq : 55.32 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.78	1.78

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-7.57	0.00	0.00	0.00	-15.61	47.86

Segment Leq : 47.86 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.04	1.04

ROAD (0.00 + 38.11 + 0.00) = 38.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-9.82	0.00	0.00	0.00	-18.20	38.11

Segment Leq : 38.11 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.84 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-9.11	-0.01	0.00	0.00	-16.59	51.13

Segment Leq : 51.13 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.99	2.99

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.41	-0.01	0.00	0.00	-16.52	54.27

Segment Leq : 54.27 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	4.50	1.87	1.87

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-6.80	0.00	0.00	0.00	-15.44	44.15

Segment Leq : 44.15 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.10 !	1.10

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.37	0.00	0.00	0.00	-18.15	31.80

Segment Leq : 31.80 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 57.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.84
(NIGHT): 57.14

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.45	0.00	-9.44	-0.26	0.00	0.00	-16.70	52.05

Segment Leq : 52.05 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.03	0.00	-8.53	-0.26	0.00	0.00	-16.65	56.59

Segment Leq : 56.59 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.81	1.81

ROAD (0.00 + 49.29 + 0.00) = 49.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-6.22	0.00	0.00	0.00	-15.54	49.29

Segment Leq : 49.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.07	1.07

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.95	0.00	0.00	0.00	-18.19	38.99

Segment Leq : 38.99 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 59.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-7.88	-0.01	0.00	0.00	-16.46	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-6.98	-0.01	0.00	0.00	-16.33	55.89

Segment Leq : 55.89 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-4.85	0.00	0.00	0.00	-15.10	46.45

Segment Leq : 46.45 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.14 !	1.14

ROAD (0.00 + 32.85 + 0.00) = 32.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.36	0.00	0.00	0.00	-18.11	32.85

Segment Leq : 32.85 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.73
(NIGHT): 58.48

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.18 0.00 -13.97 -1.33 0.00 0.00 -5.01 42.87
-----
  
```

Segment Leq : 42.87 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.07	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.82

Segment Leq : 41.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.13 !	3.13

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-6.90	0.00	0.00	0.00	-17.81	57.54

Segment Leq : 57.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.75	!	2.75

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.81	0.00	0.00	0.00	-17.92	53.76

Segment Leq : 53.76 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.36	!	1.36

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-3.01	0.00	0.00	0.00	-5.09	49.96

Segment Leq : 49.96 dBA

Total Leq All Segments: 59.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.40	4.40

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.66	0.00	-13.01	-1.17	0.00	0.00	-0.07	41.42*
-90	90	0.59	55.66	0.00	-13.80	-1.33	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.41	4.41

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.02	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.87*
-90	90	0.59	57.02	0.00	-14.76	-1.34	0.00	0.00	0.00	40.93

* Bright Zone !

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.40	!	3.40

ROAD (0.00 + 53.94 + 0.00) = 53.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-6.72	0.00	0.00	0.00	-17.64	53.94

Segment Leq : 53.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.96	!	2.96

ROAD (0.00 + 49.21 + 0.00) = 49.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.66	0.00	0.00	0.00	-17.80	49.21

Segment Leq : 49.21 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	99.00	149.14
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	0.00	50.14

* Bright Zone !

Segment Leq : 50.14 dBA

Total Leq All Segments: 56.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.73
(NIGHT): 56.61

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -7.97 0.00 0.00 0.00 -10.36 43.30
-----
  
```

Segment Leq : 43.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-8.61	0.00	0.00	0.00	-10.25	43.86

Segment Leq : 43.86 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.47 !	3.47

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	-17.69	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	-17.86	54.91

Segment Leq : 54.91 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	-0.60	!	1.40

ROAD (0.00 + 41.38 + 0.00) = 41.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-6.09	0.00	0.00	0.00	-10.58	41.38

Segment Leq : 41.38 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	2.24	4.24

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	-4.45	41.57*
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	0.00	46.02

* Bright Zone !

Segment Leq : 46.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.29	4.29

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	-4.30	43.36*
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	0.00	47.66

* Bright Zone !

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	3.87 !	3.87

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	-17.41	55.71

Segment Leq : 55.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.05 !	4.50 !	3.23 !	3.23

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	-17.69	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-6.30	0.00	0.00	0.00	-5.00	39.63

Segment Leq : 39.63 dBA

Total Leq All Segments: 57.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 57.72

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-7.24	0.00	0.00	0.00	-17.51	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.84	2.84

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-8.17	0.00	0.00	0.00	-17.60	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.88 + 0.00) = 35.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-17.15	-1.34	0.00	0.00	0.00	35.88

Segment Leq : 35.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.93 + 0.00) = 36.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.69	-1.33	0.00	0.00	0.00	36.93

Segment Leq : 36.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-7.08	0.00	0.00	0.00	-17.33	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.04	3.04

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-7.99	0.00	0.00	0.00	-17.47	47.27

Segment Leq : 47.27 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-13.10	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-9.75	-1.33	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Total Leq All Segments: 55.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 55.45

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-23.07	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-23.40	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-13.79	-0.57	0.00	0.00	-15.19	51.41

Segment Leq : 51.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-14.28	-0.58	0.00	0.00	-15.38	47.86

Segment Leq : 47.86 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-20.70	-1.46	0.00	0.00	0.00	41.53

Segment Leq : 41.53 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-16.73	-1.46	0.00	0.00	0.00	46.85

Segment Leq : 46.85 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-4.96	0.00	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Total Leq All Segments: 59.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 30.95 + 0.00) = 30.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-22.08	-1.34	0.00	0.00	0.00	30.95

Segment Leq : 30.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 32.33 + 0.00) = 32.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-22.30	-1.33	0.00	0.00	0.00	32.33

Segment Leq : 32.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.62	-0.34	0.00	0.00	-15.03	48.05

Segment Leq : 48.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.50	2.50

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-13.09	-0.35	0.00	0.00	-15.24	44.06

Segment Leq : 44.06 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-19.72	-1.34	0.00	0.00	0.00	37.57

Segment Leq : 37.57 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-15.61	-1.33	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.18	0.00	-2.22	0.00	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 55.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.74
(NIGHT): 55.14

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-23.30	-1.46	0.00	0.00	0.00	40.53

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-23.65	-1.46	0.00	0.00	0.00	38.97

Segment Leq : 38.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-14.09	-0.57	0.00	0.00	-15.20	51.10

Segment Leq : 51.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 47.60 + 0.00) = 47.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-14.53	-0.58	0.00	0.00	-15.39	47.60

Segment Leq : 47.60 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.21	0.00	-6.70	-1.46	0.00	0.00	0.00	55.05

Segment Leq : 55.05 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.67	0.00	-21.04	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.73	0.00	-16.25	-1.46	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Total Leq All Segments: 57.43 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-22.02	-1.33	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 33.14 + 0.00) = 33.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-22.33	-1.34	0.00	0.00	0.00	33.14

Segment Leq : 33.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 47.99 + 0.00) = 47.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.67	-0.34	0.00	0.00	-15.03	47.99

Segment Leq : 47.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.50	2.50

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-13.13	-0.35	0.00	0.00	-15.24	44.01

Segment Leq : 44.01 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.18	0.00	-4.08	-1.35	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 35.77 + 0.00) = 35.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-19.80	-1.34	0.00	0.00	0.00	35.77

Segment Leq : 35.77 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.23	0.00	-14.85	-1.35	0.00	0.00	0.00	42.03

Segment Leq : 42.03 dBA

Total Leq All Segments: 53.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.43
(NIGHT): 53.15

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.92 + 0.00) = 42.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-20.92	-1.46	0.00	0.00	0.00	42.92

Segment Leq : 42.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-21.23	-1.46	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-13.28	-0.57	0.00	0.00	-15.17	51.94

Segment Leq : 51.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-13.81	-0.58	0.00	0.00	-15.37	48.34

Segment Leq : 48.34 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.80	0.80

ROAD (0.00 + 31.71 + 0.00) = 31.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.67	0.00	-18.21	-1.29	0.00	0.00	-10.46	31.71

Segment Leq : 31.71 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 32.25 + 0.00) = 32.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.73	0.00	-16.10	-1.30	0.00	0.00	-11.09	32.25

Segment Leq : 32.25 dBA

Total Leq All Segments: 54.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-19.90	-1.33	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-20.26	-1.34	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.16	-0.34	0.00	0.00	-14.99	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.52	2.52

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-12.66	-0.35	0.00	0.00	-15.21	44.51

Segment Leq : 44.51 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.82	0.82

ROAD (0.00 + 28.34 + 0.00) = 28.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.90	0.00	-17.07	-1.12	0.00	0.00	-10.36	28.34

Segment Leq : 28.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.64	4.50	0.71	0.71

ROAD (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.23	0.00	-14.92	-1.13	0.00	0.00	-10.80	31.39

Segment Leq : 31.39 dBA

Total Leq All Segments: 50.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.17
(NIGHT): 50.37

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.87	0.00	-16.97	-1.46	0.00	0.00	0.00	42.44

Segment Leq : 42.44 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-17.71	-1.46	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.65	2.65

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-10.76	-0.57	0.00	0.00	-15.09	55.27

Segment Leq : 55.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.47	2.47

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-11.57	-0.58	0.00	0.00	-15.34	52.20

Segment Leq : 52.20 dBA

Total Leq All Segments: 57.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.85 + 0.00) = 34.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.19	-1.35	0.00	0.00	0.00	34.85

Segment Leq : 34.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	10.50	10.50

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-10.09	-0.35	0.00	0.00	-0.16	67.16*
-90	90	0.54	77.76	0.00	-13.86	-1.26	0.00	0.00	0.00	62.64

* Bright Zone !

Segment Leq : 62.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-10.82	-0.36	0.00	0.00	-15.11	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 62.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.27
(NIGHT): 62.84

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod *
Medium truck volume :    21/1     veh/TimePeriod *
Heavy truck volume  :    11/1     veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume    : 93.45
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height :      1.50 / 4.50 m
Topography      :      1           (Flat/gentle slope; no barrier)
Reference angle :      0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.88	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.27 + 0.00) = 40.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-20.35	-1.46	0.00	0.00	0.00	40.27

Segment Leq : 40.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.53	2.53

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.49	-0.57	0.00	0.00	-15.24	52.41

Segment Leq : 52.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.38	2.38

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-14.00	-0.58	0.00	0.00	-15.45	49.65

Segment Leq : 49.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 57.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.54 + 0.00) = 31.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.96	-1.35	0.00	0.00	0.00	31.54

Segment Leq : 31.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-19.42	-1.35	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.63	2.63

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-12.31	-0.35	0.00	0.00	-15.06	50.05

Segment Leq : 50.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.46	!	2.46

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.83	-0.36	0.00	0.00	-15.29	46.75

Segment Leq : 46.75 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 53.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.65
(NIGHT): 53.91

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991 veh/TimePeriod *
Medium truck volume : 21/1 veh/TimePeriod *
Heavy truck volume : 11/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.08
Day (16 hrs) % of Total Volume : 93.45
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.39	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-19.90	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.03	-0.57	0.00	0.00	-15.22	52.88

Segment Leq : 52.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.39 !	2.39

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-13.59	-0.58	0.00	0.00	-15.43	50.08

Segment Leq : 50.08 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 57.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.47	-1.35	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-18.97	-1.35	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.65	2.65

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-11.90	-0.35	0.00	0.00	-15.03	50.49

Segment Leq : 50.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.48 !	2.48

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.43	-0.36	0.00	0.00	-15.26	47.18

Segment Leq : 47.18 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 54.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.88
(NIGHT): 54.19

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```
-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.15
Heavy Truck % of Total Volume    : 0.08
Day (16 hrs) % of Total Volume   : 93.45
```

Data for Segment # 5: Cousineau (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-9.49	0.00	0.00	0.00	0.00	53.04

Segment Leq : 53.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.81	2.81

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-6.96	0.00	0.00	0.00	-14.90	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.59	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 63.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.83	0.00	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-9.40	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.06	3.06

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-6.78	0.00	0.00	0.00	-14.40	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.76	0.00	0.00	0.00	-14.82	52.65

Segment Leq : 52.65 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 58.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.63
(NIGHT): 58.99

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume    : 93.45
    
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      2         (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height    :  1.50 / 4.50 m
Topography         :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.97	0.00	0.00	0.00	0.00	54.56

Segment Leq : 54.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.31	3.31

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-3.74	0.00	0.00	0.00	-14.23	63.73

Segment Leq : 63.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.86	2.86

ROAD (0.00 + 59.30 + 0.00) = 59.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-5.52	0.00	0.00	0.00	-14.86	59.30

Segment Leq : 59.30 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 66.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.99	0.00	0.00	0.00	0.00	45.03

Segment Leq : 45.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-7.83	0.00	0.00	0.00	0.00	47.50

Segment Leq : 47.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.91	3.91

ROAD (0.00 + 61.52 + 0.00) = 61.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-3.36	0.00	0.00	0.00	-12.89	61.52

Segment Leq : 61.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	3.23 !	3.23

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-5.27	0.00	0.00	0.00	-14.12	55.84

Segment Leq : 55.84 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 62.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.28
(NIGHT): 62.97

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.66	2.66

ROAD (0.00 + 57.32 + 0.00) = 57.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.70	0.00	-10.19	-0.71	0.00	0.00	-13.48	57.32

Segment Leq : 57.32 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.47	2.47

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-11.24	-0.72	0.00	0.00	-13.80	53.93

Segment Leq : 53.93 dBA

Total Leq All Segments: 59.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	10.00	10.00

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.76	0.00	-9.68	-0.50	0.00	0.00	-0.07	67.52*
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-10.58	-0.51	0.00	0.00	-13.50	50.64

Segment Leq : 50.64 dBA

Total Leq All Segments: 64.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.20
(NIGHT): 64.10

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.26	3.26

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.70	0.00	-4.11	-0.71	0.00	0.00	-12.53	64.36

Segment Leq : 64.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.80	2.80

ROAD (0.00 + 59.02 + 0.00) = 59.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-6.63	-0.72	0.00	0.00	-13.31	59.02

Segment Leq : 59.02 dBA

Total Leq All Segments: 65.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.66	3.66

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.76	0.00	-4.28	-0.50	0.00	0.00	-11.36	61.62

Segment Leq : 61.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 3.08 ! 3.08

ROAD (0.00 + 55.65 + 0.00) = 55.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-6.47	-0.51	0.00	0.00	-12.61	55.65

Segment Leq : 55.65 dBA

Total Leq All Segments: 62.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.61
(NIGHT): 62.65

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-19.68	-1.46	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 55.52 + 0.00) = 55.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.54	0.00	-11.79	-0.71	0.00	0.00	-13.52	55.52

Segment Leq : 55.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.42	2.42

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-12.58	-0.72	0.00	0.00	-13.87	52.51

Segment Leq : 52.51 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.49	0.00	-9.23	-1.46	0.00	0.00	0.00	57.80

Segment Leq : 57.80 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.88 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.46	0.00	-9.85	-1.46	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 60.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.06 + 0.00) = 32.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-18.60	-1.35	0.00	0.00	0.00	32.06

Segment Leq : 32.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-19.03	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.72	0.00	-11.07	-0.50	0.00	0.00	-13.25	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.52	2.52

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-11.80	-0.51	0.00	0.00	-13.64	49.28

Segment Leq : 49.28 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.02	0.00	-9.21	-1.33	0.00	0.00	0.00	49.48

Segment Leq : 49.48 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.90 m

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.49	0.00	-9.77	-1.33	0.00	0.00	0.00	42.39

Segment Leq : 42.39 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.83
(NIGHT): 55.92

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.46	0.00	-12.15	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.44	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.22	0.00	0.00	0.00	-8.78	64.54

Segment Leq : 64.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-8.94	0.00	0.00	0.00	-8.85	60.68

Segment Leq : 60.68 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.49	0.00	-9.07	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-12.27	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-11.80	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-12.11	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.39 + 0.00) = 62.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-7.35	0.00	0.00	0.00	-7.98	62.39

Segment Leq : 62.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-8.26	0.00	0.00	0.00	-8.22	57.69

Segment Leq : 57.69 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.02	1.02

ROAD (0.00 + 33.49 + 0.00) = 33.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-8.99	0.00	0.00	0.00	-15.27	33.49

Segment Leq : 33.49 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.02	0.00	-8.99	0.00	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-11.93	0.00	0.00	0.00	0.00	52.22

Segment Leq : 52.22 dBA

Total Leq All Segments: 64.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.31

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.16	0.00	-14.91	-1.42	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.87	0.00	-13.93	-1.41	0.00	0.00	0.00	66.53

Segment Leq : 66.53 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.26	-1.26	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-13.35	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Total Leq All Segments: 65.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.45

**APPENDIX B.5.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 56.55 + 0.00) = 56.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.68	0.00	0.00	0.00	-16.75	56.55

Segment Leq : 56.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 53.58 + 0.00) = 53.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-9.05	0.00	0.00	0.00	-16.72	53.58

Segment Leq : 53.58 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.37 + 0.00) = 45.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-10.33	0.00	0.00	0.00	-15.70	45.37

Segment Leq : 45.37 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.08 !	1.08

ROAD (0.00 + 39.60 + 0.00) = 39.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.61	0.00	0.00	0.00	-18.18	39.60

Segment Leq : 39.60 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.42	4.42

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.25

Segment Leq : 44.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-9.49	0.00	0.00	0.00	-16.62	54.26

Segment Leq : 54.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.93	!	2.93

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.86	0.00	0.00	0.00	-16.57	52.59

Segment Leq : 52.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.77	!	1.77

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-10.16	0.00	0.00	0.00	-15.59	40.92

Segment Leq : 40.92 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.15	!	1.15

ROAD (0.00 + 33.42 + 0.00) = 33.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.19	0.00	0.00	0.00	-18.11	33.42

Segment Leq : 33.42 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.33

Segment Leq : 34.33 dBA

Total Leq All Segments: 57.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 57.23

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
  
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.05	0.00	0.00	0.00	-16.72	57.21

Segment Leq : 57.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.83 !	2.83

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.35	0.00	0.00	0.00	-16.68	54.32

Segment Leq : 54.32 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.74 !	1.74

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.79	0.00	0.00	0.00	-15.68	45.93

Segment Leq : 45.93 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.12 !	1.12

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-7.77	0.00	0.00	0.00	-18.16	40.45

Segment Leq : 40.45 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 59.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.93	!	4.50	!	2.44	!	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	2.34	!	4.34

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.89	-1.07	0.00	0.00	-5.08	44.03

Segment Leq : 44.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.90	0.00	0.00	0.00	-16.57	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.17	0.00	0.00	0.00	-16.50	53.35

Segment Leq : 53.35 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.52 + 0.00) = 41.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-9.60	0.00	0.00	0.00	-15.56	41.52

Segment Leq : 41.52 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 34.28 + 0.00) = 34.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-7.37	0.00	0.00	0.00	-18.07	34.28

Segment Leq : 34.28 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.33

Segment Leq : 34.33 dBA

Total Leq All Segments: 57.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.39
(NIGHT): 57.83

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.79	0.00	0.00	0.00	-16.71	57.48

Segment Leq : 57.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-8.04	0.00	0.00	0.00	-16.83	55.34

Segment Leq : 55.34 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.06	0.00	0.00	0.00	-15.66	46.67

Segment Leq : 46.67 dBA

Total Leq All Segments: 59.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.93	!	4.50	!	2.39	!	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	2.35	!	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 55.15 + 0.00) = 55.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.67	0.00	0.00	0.00	-16.55	55.15

Segment Leq : 55.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.78	!	2.78

ROAD (0.00 + 51.21 + 0.00) = 51.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.90	0.00	0.00	0.00	-16.64	51.21

Segment Leq : 51.21 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.17 + 0.00) = 42.17 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 66.68 0.00 -8.99 0.00 0.00 0.00 -15.53 42.17
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 42.17 dBA

Total Leq All Segments: 57.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.86
(NIGHT): 57.09

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
    
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
    
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 57.61 + 0.00) = 57.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.67	0.00	0.00	0.00	-16.70	57.61

Segment Leq : 57.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.90	0.00	0.00	0.00	-16.82	55.49

Segment Leq : 55.49 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-8.99	0.00	0.00	0.00	-15.66	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 59.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 55.29 + 0.00) = 55.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.55	0.00	0.00	0.00	-16.54	55.29

Segment Leq : 55.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.76	0.00	0.00	0.00	-16.63	51.37

Segment Leq : 51.37 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.88	0.00	0.00	0.00	-15.52	42.29

Segment Leq : 42.29 dBA

Total Leq All Segments: 57.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.99
(NIGHT): 57.22

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 50.46
-----
```

Segment Leq : 50.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-5.31	0.00	0.00	0.00	-5.04	52.32

Segment Leq : 52.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.91 !	2.91

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	-17.89	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	2.79	2.79

ROAD (0.00 + 54.45 + 0.00) = 54.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	-17.91	54.45

Segment Leq : 54.45 dBA

Total Leq All Segments: 60.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	3.86	3.86

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	-0.29	47.28*
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	0.00	47.57

* Bright Zone !

Segment Leq : 47.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	3.61	3.61

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	-0.39	50.12*
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	0.00	50.51

* Bright Zone !

Segment Leq : 50.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	3.04	3.04

ROAD (0.00 + 52.79 + 0.00) = 52.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	-17.81	52.79

Segment Leq : 52.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.11 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	-17.82	49.95

Segment Leq : 49.95 dBA

Total Leq All Segments: 56.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.06
(NIGHT): 56.61

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.67	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-11.21	-1.46	0.00	0.00	0.00	50.57

Segment Leq : 50.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-14.55	-0.57	0.00	0.00	-15.22	51.57

Segment Leq : 51.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.50	2.50

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.18	-0.57	0.00	0.00	-15.28	49.03

Segment Leq : 49.03 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 44.30 + 0.00) = 44.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-18.26	-1.46	0.00	0.00	0.00	44.30

Segment Leq : 44.30 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 42.01 + 0.00) = 42.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-21.94	-1.46	0.00	0.00	0.00	42.01

Segment Leq : 42.01 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-2.39	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-11.50	-1.34	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-9.90	-1.34	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.65

Segment Leq : 48.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.58	2.58

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.04	-0.35	0.00	0.00	-15.13	46.11

Segment Leq : 46.11 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-17.28	-1.34	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-20.80	-1.33	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-2.86	0.00	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 55.28

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

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-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.03	0.00	-3.29	0.00	0.00	0.00	0.00	62.74

Segment Leq : 62.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 64.42 + 0.00) = 64.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-0.28	0.00	0.00	0.00	0.00	64.42

Segment Leq : 64.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-10.61	0.00	0.00	0.00	-15.15	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.56	2.56

ROAD (0.00 + 53.70 + 0.00) = 53.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-10.16	0.00	0.00	0.00	-15.21	53.70

Segment Leq : 53.70 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.84	0.00	-9.54	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-11.83	0.00	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-3.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 67.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.88	0.00	-3.68	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.54	0.00	-1.03	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.83 + 0.00) = 51.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.68	0.00	0.00	0.00	-14.98	51.83

Segment Leq : 51.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.66	2.66

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-10.24	0.00	0.00	0.00	-15.01	49.38

Segment Leq : 49.38 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.94	0.00	-9.63	0.00	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-11.89	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-1.86	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 60.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.96
(NIGHT): 60.96

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.21	0.00	-7.38	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.65	0.00	-6.30	0.00	0.00	0.00	0.00	54.35

Segment Leq : 54.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-9.12	0.00	0.00	0.00	-15.06	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.59	!	2.59

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.47	0.00	0.00	0.00	-15.18	56.71

Segment Leq : 56.71 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-9.44	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 62.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.96	0.00	-7.53	0.00	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.69	0.00	-6.50	0.00	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.23	0.00	0.00	0.00	-14.81	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.59	0.00	0.00	0.00	-14.90	52.83

Segment Leq : 52.83 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-9.54	0.00	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 58.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.61
(NIGHT): 58.31

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.57 + 0.00) = 42.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-16.33	-1.46	0.00	0.00	0.00	42.57

Segment Leq : 42.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-15.48	-1.46	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 53.60 + 0.00) = 53.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-13.28	-0.57	0.00	0.00	-15.17	53.60

Segment Leq : 53.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 51.65 + 0.00) = 51.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-12.82	-0.58	0.00	0.00	-15.33	51.65

Segment Leq : 51.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 56.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.41 + 0.00) = 34.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-15.88	-1.35	0.00	0.00	0.00	34.41

Segment Leq : 34.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-15.09	-1.35	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 51.21 + 0.00) = 51.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-12.37	-0.34	0.00	0.00	-15.01	51.21

Segment Leq : 51.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.56 !	2.56

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-11.95	-0.35	0.00	0.00	-15.15	48.86

Segment Leq : 48.86 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 53.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.46
(NIGHT): 53.51

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-17.91	-1.46	0.00	0.00	0.00	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-17.37	-1.46	0.00	0.00	0.00	43.42

Segment Leq : 43.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.55	2.55

ROAD (0.00 + 52.56 + 0.00) = 52.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-14.28	-0.57	0.00	0.00	-15.21	52.56

Segment Leq : 52.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.43	2.43

ROAD (0.00 + 50.53 + 0.00) = 50.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.88	-0.58	0.00	0.00	-15.37	50.53

Segment Leq : 50.53 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 55.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.91 + 0.00) = 32.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-17.38	-1.35	0.00	0.00	0.00	32.91

Segment Leq : 32.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-16.87	-1.35	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-13.28	-0.34	0.00	0.00	-15.07	50.23

Segment Leq : 50.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.51 !	2.51

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.93	-0.35	0.00	0.00	-15.23	47.81

Segment Leq : 47.81 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 52.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.35
(NIGHT): 52.48

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.61

Segment Leq : 52.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.84	0.00	0.00	0.00	0.00	57.06

Segment Leq : 57.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-8.90	0.00	0.00	0.00	-13.49	60.21

Segment Leq : 60.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.56	2.56

ROAD (0.00 + 58.54 + 0.00) = 58.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.17	0.00	0.00	0.00	-13.65	58.54

Segment Leq : 58.54 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 65.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.47	0.00	0.00	0.00	0.00	45.24

Segment Leq : 45.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-4.62	0.00	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.83	2.83

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.35	0.00	0.00	0.00	-13.08	57.50

Segment Leq : 57.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 55.67 + 0.00) = 55.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.51	0.00	0.00	0.00	-13.14	55.67

Segment Leq : 55.67 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 60.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.57
(NIGHT): 60.94

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-8.77	0.00	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-10.58	0.00	0.00	0.00	-13.60	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.46	2.46

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-10.10	0.00	0.00	0.00	-13.80	56.47

Segment Leq : 56.47 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 64.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.94 + 0.00) = 42.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.77	0.00	0.00	0.00	0.00	42.94

Segment Leq : 42.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-8.15	0.00	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.18	0.00	0.00	0.00	-13.35	55.40

Segment Leq : 55.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.60 !	2.60

ROAD (0.00 + 53.15 + 0.00) = 53.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-9.65	0.00	0.00	0.00	-13.51	53.15

Segment Leq : 53.15 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 58.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.26
(NIGHT): 58.92

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / 313.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-21.06	-1.46	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-16.40	-0.57	0.00	0.00	-15.26	50.38

Segment Leq : 50.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 48.19 + 0.00) = 48.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-16.17	-0.58	0.00	0.00	-15.44	48.19

Segment Leq : 48.19 dBA

Total Leq All Segments: 52.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-20.20	-1.35	0.00	0.00	0.00	30.16

Segment Leq : 30.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.72	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-14.90	-0.34	0.00	0.00	-15.16	48.53

Segment Leq : 48.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.27 ! 4.50 ! 2.44 ! 2.44

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.13 76.32 0.00 -14.67 -0.35 0.00 0.00 -15.33 45.97
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 45.97 dBA

Total Leq All Segments: 50.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.81
(NIGHT): 50.60

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.68 + 0.00) = 35.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.68

Segment Leq : 35.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-22.46	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.48	2.48

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-17.24	-0.57	0.00	0.00	-15.28	49.52

Segment Leq : 49.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.36	2.36

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-17.06	-0.58	0.00	0.00	-15.46	47.27

Segment Leq : 47.27 dBA

Total Leq All Segments: 51.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.77 + 0.00) = 28.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-21.58	-1.35	0.00	0.00	0.00	28.77

Segment Leq : 28.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.35	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-15.72	-0.34	0.00	0.00	-15.19	47.68

Segment Leq : 47.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.41 ! 2.41

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.13 76.32 0.00 -15.55 -0.35 0.00 0.00 -15.37 45.06
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 45.06 dBA

Total Leq All Segments: 49.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.89
(NIGHT): 49.71

Filename: n_jk_3_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.38 !	1.12

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.44	0.00	0.00	0.00	-11.69	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.67	0.00	0.00	0.00	-15.02	58.75

Segment Leq : 58.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.13	!	1.37

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.02	0.00	0.00	0.00	-10.17	39.59

Segment Leq : 39.59 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 61.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.72	0.00	0.00	0.00	-7.69	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.18 !	2.68

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-5.60	0.00	0.00	0.00	-8.70	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.84 !	2.84

ROAD (0.00 + 55.39 + 0.00) = 55.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.79	0.00	0.00	0.00	-14.75	55.39

Segment Leq : 55.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 53.48 + 0.00) = 53.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.04	0.00	0.00	0.00	-14.80	53.48

Segment Leq : 53.48 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.20 !	3.70

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.13	0.00	0.00	0.00	-6.05	38.58

Segment Leq : 38.58 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-5.65	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.46
(NIGHT): 57.88

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.98
-----
  
```

Segment Leq : 41.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.33 !	1.17

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.95	0.00	0.00	0.00	-11.36	45.59

Segment Leq : 45.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-9.16	0.00	0.00	0.00	-15.06	58.23

Segment Leq : 58.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.51	0.00	0.00	0.00	-15.19	56.67

Segment Leq : 56.67 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.44	0.00	0.00	0.00	-10.09	39.25

Segment Leq : 39.25 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 60.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.62	!	3.12

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-7.16	0.00	0.00	0.00	-7.30	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.34 !	2.84

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-6.16	0.00	0.00	0.00	-8.13	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 54.85 + 0.00) = 54.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.26	0.00	0.00	0.00	-14.81	54.85

Segment Leq : 54.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.63	0.00	0.00	0.00	-14.90	52.78

Segment Leq : 52.78 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.25 !	3.75

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.57	0.00	0.00	0.00	-5.93	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-5.65	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.91
(NIGHT): 57.32

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.23 0.00 0.00 0.00 -8.00 51.64
-----
  
```

Segment Leq : 51.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-4.77	0.00	0.00	0.00	-8.37	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-10.63	0.00	0.00	0.00	-8.97	62.84

Segment Leq : 62.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.13	0.00	0.00	0.00	-8.94	60.12

Segment Leq : 60.12 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-9.41	0.00	0.00	0.00	-7.61	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-4.94	0.00	0.00	0.00	-7.81	56.82

Segment Leq : 56.82 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 38.04 + 0.00) = 38.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.99	0.00	0.00	0.00	-15.48	38.04

Segment Leq : 38.04 dBA

Total Leq All Segments: 65.89 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	-4.50	47.23*
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	0.00	51.73

* Bright Zone !

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	-4.69	48.49*
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	0.00	53.18

* Bright Zone !

Segment Leq : 53.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.71	0.00	0.00	0.00	-8.66	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.24	0.00	0.00	0.00	-8.60	56.63

Segment Leq : 56.63 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	-2.74	46.63*
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	0.00	49.37

* Bright Zone !

Segment Leq : 49.37 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	3.75	3.75

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	-4.05	55.87*
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	0.00	59.91

* Bright Zone !

Segment Leq : 59.91 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-10.08	0.00	0.00	0.00	-15.37	32.49

Segment Leq : 32.49 dBA

Total Leq All Segments: 64.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.89
(NIGHT): 64.45

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8166/1500 veh/TimePeriod *
Medium truck volume : 639/117 veh/TimePeriod *
Heavy truck volume : 5549/1019 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.66
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8473/2024 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10701
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 9908/2242 veh/TimePeriod *
Medium truck volume : 184/42 veh/TimePeriod *
Heavy truck volume : 644/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13164
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
    
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
    
```

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.30 0.00 0.00 0.00 -8.52 51.05
-----
    
```

Segment Leq : 51.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.20	0.00	-4.28	-1.17	0.00	0.00	-9.35	51.40

Segment Leq : 51.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.32	0.00	-11.24	0.00	0.00	0.00	-7.95	61.13

Segment Leq : 61.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.85	0.00	0.00	0.00	-7.95	60.38

Segment Leq : 60.38 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.31	0.00	-11.37	0.00	0.00	0.00	-8.13	43.80

Segment Leq : 43.80 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-9.30	0.00	0.00	0.00	-8.10	52.17

Segment Leq : 52.17 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-6.35	0.00	0.00	0.00	-8.52	48.64

Segment Leq : 48.64 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.71	0.00	-12.65	0.00	0.00	0.00	-8.03	48.04

Segment Leq : 48.04 dBA

Total Leq All Segments: 64.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	-3.70	47.97*
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	0.00	51.67

* Bright Zone !

Segment Leq : 51.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	58.33	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 64.67 + 0.00) = 64.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	-1.55	63.11*
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	0.00	64.67

* Bright Zone !

Segment Leq : 64.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	-2.11	46.54*
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	4.50 !	4.21 !	4.21

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	-2.36	53.36*
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	0.00	55.72

* Bright Zone !

Segment Leq : 55.72 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.81 !	3.81

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	-3.96	47.44*
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	0.00	51.39

* Bright Zone !

Segment Leq : 51.39 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	-1.61	50.97*
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	0.00	52.58

* Bright Zone !

Segment Leq : 52.58 dBA

Total Leq All Segments: 68.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.74
(NIGHT): 68.29

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
```

ROAD (0.00 + 62.48 + 0.00) = 62.48 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.88 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.48
-----
```

Segment Leq : 62.48 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.92 + 0.00) = 65.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.74	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.92

Segment Leq : 65.92 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.99	3.99

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.23	0.00	-9.84	-0.91	0.00	0.00	-3.75	62.73*
-90	90	0.55	77.23	0.00	-11.16	-1.26	0.00	0.00	0.00	64.81

* Bright Zone !

Segment Leq : 64.81 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.07 ! 4.07

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-8.48	-0.90	0.00	0.00	-2.82	66.92*
-90	90	0.54	79.12	0.00	-9.62	-1.25	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Total Leq All Segments: 69.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 69.87

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-17.65	-0.97	0.00	0.00	0.00	64.36

Segment Leq : 64.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.35 + 0.00) = 60.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-18.03	-0.97	0.00	0.00	0.00	60.35

Segment Leq : 60.35 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-16.57	-0.78	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.92	-0.78	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 65.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 65.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1374/386 veh/TimePeriod *
Medium truck volume : 90/25 veh/TimePeriod *
Heavy truck volume : 899/253 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 38.04
Day (16 hrs) % of Total Volume : 78.06

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 13668/2837 veh/TimePeriod *
Medium truck volume : 276/57 veh/TimePeriod *
Heavy truck volume : 1113/231 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18181
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18431/1629 veh/TimePeriod *
Medium truck volume : 465/41 veh/TimePeriod *
Heavy truck volume : 231/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.43
Heavy Truck % of Total Volume : 1.21
Day (16 hrs) % of Total Volume : 91.88

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

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-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 9: EC Row WB (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.28 + 0.00) = 65.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-16.74	-0.97	0.00	0.00	0.00	65.28

Segment Leq : 65.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-17.15	-0.97	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.97	0.00	-22.13	-1.41	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.85	0.00	-16.83	-1.19	0.00	0.00	0.00	52.83

Segment Leq : 52.83 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.05 m

ROAD (0.00 + 62.29 + 0.00) = 62.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.85	0.00	-5.56	0.00	0.00	0.00	0.00	62.29

Segment Leq : 62.29 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-22.23	-1.43	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 68.56 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-15.72	-0.78	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.11	-0.78	0.00	0.00	0.00	61.14

Segment Leq : 61.14 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.47	0.00	-20.97	-1.25	0.00	0.00	0.00	44.25

Segment Leq : 44.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	67.03	0.00	-15.92	-1.01	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.04 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.30	0.00	-5.80	0.00	0.00	0.00	0.00	54.50

Segment Leq : 54.50 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.96 + 0.00) = 39.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-21.07	-1.27	0.00	0.00	0.00	39.96

Segment Leq : 39.96 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 66.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.56
(NIGHT): 66.36

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-25.03	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.56 + 0.00) = 36.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.22	-1.46	0.00	0.00	0.00	36.56

Segment Leq : 36.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-17.91	-1.41	0.00	0.00	0.00	63.66

Segment Leq : 63.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-18.56	-1.41	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.08	-1.46	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-22.50	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.52	-1.45	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.89	0.00	-21.83	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-24.16	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-23.87	-1.33	0.00	0.00	0.00	30.93

Segment Leq : 30.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.62 + 0.00) = 31.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.11	-1.34	0.00	0.00	0.00	31.62

Segment Leq : 31.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.60 + 0.00) = 62.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-16.52	-1.25	0.00	0.00	0.00	62.60

Segment Leq : 62.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-17.17	-1.25	0.00	0.00	0.00	59.60

Segment Leq : 59.60 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.72	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.98 + 0.00) = 46.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-21.18	-1.31	0.00	0.00	0.00	46.98

Segment Leq : 46.98 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-22.14	-1.29	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 36.45 + 0.00) = 36.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.44	0.00	-20.66	-1.33	0.00	0.00	0.00	36.45

Segment Leq : 36.45 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 35.36 + 0.00) = 35.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-23.02	-1.33	0.00	0.00	0.00	35.36

Segment Leq : 35.36 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.77
(NIGHT): 64.64

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-11.38	-0.42	0.00	0.00	-16.07	55.12

Segment Leq : 55.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-11.99	-0.42	0.00	0.00	-16.09	50.85

Segment Leq : 50.85 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.39 + 0.00) = 52.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.56	-1.45	0.00	0.00	0.00	52.39

Segment Leq : 52.39 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-19.35	-1.46	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-10.58	-0.18	0.00	0.00	-15.93	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-11.11	-0.18	0.00	0.00	-15.97	50.76

Segment Leq : 50.76 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-16.49	-1.29	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.31	-1.33	0.00	0.00	0.00	32.87

Segment Leq : 32.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.97 + 0.00) = 39.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-18.41	-1.33	0.00	0.00	0.00	39.97

Segment Leq : 39.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-6.46	-0.42	0.00	0.00	-15.69	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-7.82	-0.42	0.00	0.00	-15.84	55.27

Segment Leq : 55.27 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.00	-1.45	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-18.63	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.15	3.15

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-7.40	-0.18	0.00	0.00	-15.54	54.91

Segment Leq : 54.91 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-15.95	-1.29	0.00	0.00	0.00	49.44

Segment Leq : 49.44 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.43	-1.33	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-17.71	-1.33	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 61.08

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
    
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.35	0.00	-10.41	-0.26	0.00	0.00	-16.74	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.98	0.00	-9.73	-0.26	0.00	0.00	-16.71	56.27

Segment Leq : 56.27 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.78	1.78

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-7.57	0.00	0.00	0.00	-15.61	48.22

Segment Leq : 48.22 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.04	1.04

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.82	0.00	0.00	0.00	-18.20	38.36

Segment Leq : 38.36 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-9.11	-0.01	0.00	0.00	-16.59	52.32

Segment Leq : 52.32 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.99	!	2.99

ROAD (0.00 + 55.43 + 0.00) = 55.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.41	-0.01	0.00	0.00	-16.52	55.43

Segment Leq : 55.43 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 44.44 + 0.00) = 44.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-6.80	0.00	0.00	0.00	-15.44	44.44

Segment Leq : 44.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.09 !	1.09

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-9.37	0.00	0.00	0.00	-18.15	32.19

Segment Leq : 32.19 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 58.09

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.35	0.00	-9.44	-0.26	0.00	0.00	-16.70	52.95

Segment Leq : 52.95 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.98	0.00	-8.53	-0.26	0.00	0.00	-16.65	57.54

Segment Leq : 57.54 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.82	1.82

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-6.22	0.00	0.00	0.00	-15.53	49.64

Segment Leq : 49.64 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.07	1.07

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.95	0.00	0.00	0.00	-18.19	39.24

Segment Leq : 39.24 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 60.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.88	-0.01	0.00	0.00	-16.46	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-6.98	-0.01	0.00	0.00	-16.33	57.05

Segment Leq : 57.05 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.74 + 0.00) = 46.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-4.85	0.00	0.00	0.00	-15.10	46.74

Segment Leq : 46.74 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.14 !	1.14

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.36	0.00	0.00	0.00	-18.11	33.24

Segment Leq : 33.24 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.42
(NIGHT): 59.46

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```
-----
Car traffic volume : 4487/432 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 4989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.21
```

Data for Segment # 5: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
```

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.63 0.00 -13.97 -1.33 0.00 0.00 -5.01 43.32
-----
```

Segment Leq : 43.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.99 + 0.00) = 41.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.24	0.00	-14.90	-1.34	0.00	0.00	-5.01	41.99

Segment Leq : 41.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	3.18 !	3.18

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-6.90	0.00	0.00	0.00	-17.80	58.39

Segment Leq : 58.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.81	0.00	0.00	0.00	-17.91	54.50

Segment Leq : 54.50 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.13	0.00	-3.01	0.00	0.00	0.00	-5.08	50.04

Segment Leq : 50.04 dBA

Total Leq All Segments: 60.45 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.40	4.40

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.14	0.00	-13.00	-1.17	0.00	0.00	-0.07	41.90*
-90	90	0.59	56.14	0.00	-13.79	-1.33	0.00	0.00	0.00	41.01

* Bright Zone !

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.41	4.41

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.92*
-90	90	0.59	57.07	0.00	-14.76	-1.34	0.00	0.00	0.00	40.98

* Bright Zone !

Segment Leq : 40.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	3.45 !	3.45

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-6.72	0.00	0.00	0.00	-17.63	55.00

Segment Leq : 55.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	3.01 !	3.01

ROAD (0.00 + 50.31 + 0.00) = 50.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.66	0.00	0.00	0.00	-17.79	50.31

Segment Leq : 50.31 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.17 + 0.00) = 50.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.97	0.00	-0.79	0.00	0.00	0.00	99.00	149.17
-90	90	0.00	50.97	0.00	-0.79	0.00	0.00	0.00	0.00	50.17

* Bright Zone !

Segment Leq : 50.17 dBA

Total Leq All Segments: 57.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.45
(NIGHT): 57.43

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4487/432 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.21
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -7.97 0.00 0.00 0.00 -10.36 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-8.61	0.00	0.00	0.00	-10.26	43.80

Segment Leq : 43.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	3.51 !	3.51

ROAD (0.00 + 59.97 + 0.00) = 59.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	-17.67	59.97

Segment Leq : 59.97 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 55.65 + 0.00) = 55.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	-17.84	55.65

Segment Leq : 55.65 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.46 + 0.00) = 41.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.13	0.00	-6.09	0.00	0.00	0.00	-10.58	41.46

Segment Leq : 41.46 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	2.24	4.24

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	-4.45	41.79*
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.29	4.29

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	-4.31	43.27*
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	3.92 !	3.92

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	-17.39	56.77

Segment Leq : 56.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	3.28 !	3.28

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	-17.67	51.55

Segment Leq : 51.55 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.82 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.66 + 0.00) = 39.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.97	0.00	-6.30	0.00	0.00	0.00	-5.00	39.66

Segment Leq : 39.66 dBA

Total Leq All Segments: 58.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 58.61

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62
  
```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.89 + 0.00) = 37.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-23.07	-1.46	0.00	0.00	0.00	37.89

Segment Leq : 37.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.39 + 0.00) = 38.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-23.40	-1.46	0.00	0.00	0.00	38.39

Segment Leq : 38.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-13.79	-0.57	0.00	0.00	-15.19	52.36

Segment Leq : 52.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.49	2.49

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.25	-0.57	0.00	0.00	-15.28	48.96

Segment Leq : 48.96 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-20.70	-1.46	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 47.22 + 0.00) = 47.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-16.73	-1.46	0.00	0.00	0.00	47.22

Segment Leq : 47.22 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.27	0.00	-4.96	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 60.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.31 + 0.00) = 31.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-22.09	-1.34	0.00	0.00	0.00	31.31

Segment Leq : 31.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-22.30	-1.34	0.00	0.00	0.00	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.62	-0.34	0.00	0.00	-15.03	49.49

Segment Leq : 49.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.57	2.57

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.06	-0.35	0.00	0.00	-15.14	46.08

Segment Leq : 46.08 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 37.81 + 0.00) = 37.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-19.71	-1.34	0.00	0.00	0.00	37.81

Segment Leq : 37.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-15.61	-1.33	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.30	0.00	-2.22	0.00	0.00	0.00	0.00	53.08

Segment Leq : 53.08 dBA

Total Leq All Segments: 55.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 55.74

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-17.95	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.60	-1.46	0.00	0.00	0.00	43.18

Segment Leq : 43.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 57.16 + 0.00) = 57.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-7.24	0.00	0.00	0.00	-17.51	57.16

Segment Leq : 57.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.91	2.91

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-8.17	0.00	0.00	0.00	-17.58	53.31

Segment Leq : 53.31 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-13.95	-1.46	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-10.66	-1.46	0.00	0.00	0.00	53.30

Segment Leq : 53.30 dBA

Total Leq All Segments: 60.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.24 + 0.00) = 36.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-17.16	-1.34	0.00	0.00	0.00	36.24

Segment Leq : 36.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-17.70	-1.34	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-7.08	0.00	0.00	0.00	-17.33	53.08

Segment Leq : 53.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	3.11	3.11

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-7.99	0.00	0.00	0.00	-17.45	49.19

Segment Leq : 49.19 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-13.10	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-9.75	-1.33	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Total Leq All Segments: 56.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.26
(NIGHT): 56.54

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

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-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-23.30	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-23.65	-1.46	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-14.09	-0.57	0.00	0.00	-15.20	52.05

Segment Leq : 52.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	2.49	!	2.49

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.50	-0.57	0.00	0.00	-15.29	48.69

Segment Leq : 48.69 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-6.70	-1.46	0.00	0.00	0.00	55.12

Segment Leq : 55.12 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 39.34 + 0.00) = 39.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.84	0.00	-21.04	-1.46	0.00	0.00	0.00	39.34

Segment Leq : 39.34 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 43.38 + 0.00) = 43.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.08	0.00	-16.25	-1.46	0.00	0.00	0.00	43.38

Segment Leq : 43.38 dBA

Total Leq All Segments: 57.87 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.54 + 0.00) = 34.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-22.01	-1.33	0.00	0.00	0.00	34.54

Segment Leq : 34.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-22.30	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.67	-0.34	0.00	0.00	-15.03	49.44

Segment Leq : 49.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.57	2.57

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.11	-0.35	0.00	0.00	-15.14	46.04

Segment Leq : 46.04 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.86 + 0.00) = 49.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.30	0.00	-4.08	-1.35	0.00	0.00	0.00	49.86

Segment Leq : 49.86 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.94	0.00	-19.78	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.56	0.00	-14.85	-1.35	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 54.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.87
(NIGHT): 54.00

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 43.66 + 0.00) = 43.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-20.92	-1.46	0.00	0.00	0.00	43.66

Segment Leq : 43.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 42.02 + 0.00) = 42.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-21.23	-1.46	0.00	0.00	0.00	42.02

Segment Leq : 42.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-13.28	-0.57	0.00	0.00	-15.17	52.89

Segment Leq : 52.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.51	2.51

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-13.78	-0.57	0.00	0.00	-15.27	49.44

Segment Leq : 49.44 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	0.84	0.84

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.84	0.00	-18.19	-1.29	0.00	0.00	-10.27	32.10

Segment Leq : 32.10 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.08	0.00	-16.10	-1.30	0.00	0.00	-11.07	32.62

Segment Leq : 32.62 dBA

Total Leq All Segments: 55.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-19.89	-1.33	0.00	0.00	0.00	36.66

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 35.96 + 0.00) = 35.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-20.24	-1.34	0.00	0.00	0.00	35.96

Segment Leq : 35.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 49.99 + 0.00) = 49.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.16	-0.34	0.00	0.00	-14.99	49.99

Segment Leq : 49.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.60	2.60

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-12.64	-0.35	0.00	0.00	-15.11	46.54

Segment Leq : 46.54 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	0.87 !	0.87

ROAD (0.00 + 28.63 + 0.00) = 28.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.94	0.00	-17.06	-1.12	0.00	0.00	-10.13	28.63

Segment Leq : 28.63 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.63 !	4.50 !	0.70 !	0.70

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.56	0.00	-14.92	-1.13	0.00	0.00	-10.85	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 51.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.12
(NIGHT): 51.92

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 113.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.21	0.00	-16.97	-1.46	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.48 + 0.00) = 41.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.65	0.00	-17.71	-1.46	0.00	0.00	0.00	41.48

Segment Leq : 41.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-10.75	-0.57	0.00	0.00	-15.04	56.25

Segment Leq : 56.25 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.53	2.53

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-11.55	-0.58	0.00	0.00	-15.26	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 36.11 + 0.00) = 36.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.96	0.00	-16.49	-1.35	0.00	0.00	0.00	36.11

Segment Leq : 36.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.69	0.00	-17.19	-1.35	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-10.08	-0.34	0.00	0.00	-14.77	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.64 ! 2.64

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.13 76.32 0.00 -10.81 -0.35 0.00 0.00 -15.04 50.12
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 50.12 dBA

Total Leq All Segments: 55.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.15
(NIGHT): 55.40

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 7.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.88	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-20.35	-1.46	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	8.28	8.28

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.80	-1.20	0.00	0.00	-0.03	64.57*
-90	90	0.63	82.61	0.00	-18.14	-1.41	0.00	0.00	0.00	63.06

* Bright Zone !

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.43	2.43

ROAD (0.00 + 50.43 + 0.00) = 50.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.99	-0.58	0.00	0.00	-15.37	50.43

Segment Leq : 50.43 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 63.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.96	-1.35	0.00	0.00	0.00	31.34

Segment Leq : 31.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-19.42	-1.35	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.67	2.67

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.58	-1.03	0.00	0.00	-3.26	59.07*
-90	90	0.54	78.93	0.00	-16.89	-1.25	0.00	0.00	0.00	60.79

* Bright Zone !

Segment Leq : 60.79 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.52	2.52

ROAD (0.00 + 47.94 + 0.00) = 47.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.81	-0.35	0.00	0.00	-15.22	47.94

 Segment Leq : 47.94 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 61.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.95
(NIGHT): 61.36

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.39	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-19.90	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-13.02	-0.57	0.00	0.00	-15.16	53.87

Segment Leq : 53.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.57	-0.58	0.00	0.00	-15.36	50.86

Segment Leq : 50.86 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 58.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.47	-1.35	0.00	0.00	0.00	31.83

Segment Leq : 31.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-18.97	-1.35	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-11.88	-0.34	0.00	0.00	-14.97	51.74

Segment Leq : 51.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.54 !	2.54

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.41	-0.35	0.00	0.00	-15.19	48.37

Segment Leq : 48.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 55.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.54
(NIGHT): 55.11

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-9.49	0.00	0.00	0.00	0.00	53.40

Segment Leq : 53.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.85	2.85

ROAD (0.00 + 60.81 + 0.00) = 60.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-6.96	0.00	0.00	0.00	-14.84	60.81

Segment Leq : 60.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.64	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 64.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.83	0.00	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-9.40	0.00	0.00	0.00	0.00	46.28

Segment Leq : 46.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.10	3.10

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-6.78	0.00	0.00	0.00	-14.34	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.76	0.00	0.00	0.00	-14.75	53.82

Segment Leq : 53.82 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 60.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.33
(NIGHT): 60.04

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```
-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
```

Data for Segment # 5: Cousineau (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-7.97	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.35	3.35

ROAD (0.00 + 64.70 + 0.00) = 64.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-3.74	0.00	0.00	0.00	-14.17	64.70

Segment Leq : 64.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.91	2.91

ROAD (0.00 + 60.06 + 0.00) = 60.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.52	0.00	0.00	0.00	-14.79	60.06

Segment Leq : 60.06 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 67.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.99	0.00	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-7.83	0.00	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.94	3.94

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-3.36	0.00	0.00	0.00	-12.82	62.75

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.27 !	3.27

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-5.27	0.00	0.00	0.00	-14.04	57.01

Segment Leq : 57.01 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.06
(NIGHT): 64.11

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-16.77	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.70	2.70

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.61	0.00	-10.18	-0.71	0.00	0.00	-13.41	58.31

Segment Leq : 58.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.52	2.52

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-11.22	-0.72	0.00	0.00	-13.71	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.76 + 0.00) = 34.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-15.59	-1.35	0.00	0.00	0.00	34.76

Segment Leq : 34.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 38.05 + 0.00) = 38.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-16.28	-1.35	0.00	0.00	0.00	38.05

Segment Leq : 38.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.85	2.85

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-9.67	-0.50	0.00	0.00	-13.05	55.72

Segment Leq : 55.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.66 ! 2.66

ROAD (0.00 + 51.84 + 0.00) = 51.84 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 76.32 0.00 -10.57 -0.51 0.00 0.00 -13.41 51.84
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 51.84 dBA

Total Leq All Segments: 57.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.29

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-12.76	-1.46	0.00	0.00	0.00	48.68

Segment Leq : 48.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 65.35 + 0.00) = 65.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.61	0.00	-4.10	-0.71	0.00	0.00	-12.45	65.35

Segment Leq : 65.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.85	2.85

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-6.62	-0.72	0.00	0.00	-13.22	59.80

Segment Leq : 59.80 dBA

Total Leq All Segments: 66.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-11.46	-1.35	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-12.56	-1.35	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.69	3.69

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-4.28	-0.50	0.00	0.00	-11.28	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 3.13 ! 3.13

ROAD (0.00 + 56.85 + 0.00) = 56.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.32	0.00	-6.46	-0.51	0.00	0.00	-12.51	56.85

Segment Leq : 56.85 dBA

Total Leq All Segments: 63.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.54
(NIGHT): 63.89

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-19.68	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.44	0.00	-11.79	-0.71	0.00	0.00	-13.52	56.42

Segment Leq : 56.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-12.56	-0.72	0.00	0.00	-13.78	53.30

Segment Leq : 53.30 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.96	0.00	-9.23	-1.46	0.00	0.00	0.00	58.27

Segment Leq : 58.27 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.87 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.78	0.00	-9.85	-1.46	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 61.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.76 + 0.00) = 31.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-18.60	-1.35	0.00	0.00	0.00	31.76

Segment Leq : 31.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 35.33 + 0.00) = 35.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.00	-1.35	0.00	0.00	0.00	35.33

Segment Leq : 35.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-11.07	-0.50	0.00	0.00	-13.25	54.11

Segment Leq : 54.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.32	0.00	-11.78	-0.51	0.00	0.00	-13.55	50.49

Segment Leq : 50.49 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.57	0.00	-9.21	-1.33	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.88 m

ROAD (0.00 + 42.66 + 0.00) = 42.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.77	0.00	-9.77	-1.34	0.00	0.00	0.00	42.66

Segment Leq : 42.66 dBA

Total Leq All Segments: 56.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.47
(NIGHT): 56.93

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.87	0.00	-12.15	0.00	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-12.44	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.44 + 0.00) = 65.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.22	0.00	0.00	0.00	-8.78	65.44

Segment Leq : 65.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.94	0.00	0.00	0.00	-8.85	61.39

Segment Leq : 61.39 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.97	0.97

ROAD (0.00 + 38.45 + 0.00) = 38.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.60	0.00	0.00	0.00	-15.46	38.45

Segment Leq : 38.45 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.89 + 0.00) = 59.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.07	0.00	0.00	0.00	0.00	59.89

Segment Leq : 59.89 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-12.27	0.00	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Total Leq All Segments: 68.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-11.80	0.00	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-12.11	0.00	0.00	0.00	0.00	46.21

Segment Leq : 46.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-7.35	0.00	0.00	0.00	-7.98	63.60

Segment Leq : 63.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-8.26	0.00	0.00	0.00	-8.22	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.01	1.01

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-8.99	0.00	0.00	0.00	-15.29	33.66

Segment Leq : 33.66 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-8.99	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-11.93	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Total Leq All Segments: 65.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.37
(NIGHT): 65.47

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.88	0.00	-14.90	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.39 + 0.00) = 67.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.74	0.00	-13.93	-1.41	0.00	0.00	0.00	67.39

Segment Leq : 67.39 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.23	0.00	-14.25	-1.26	0.00	0.00	0.00	61.73

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.51 + 0.00) = 64.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.12	0.00	-13.35	-1.25	0.00	0.00	0.00	64.51

Segment Leq : 64.51 dBA

Total Leq All Segments: 66.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 66.35

**APPENDIX B.6.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```
-----
Car traffic volume : 6011/574 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6585
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.29
```

Data for Segment # 3: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
```

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -8.95 -1.24 0.00 0.00 -13.83 39.92
-----
```

Segment Leq : 39.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-5.93	-1.24	0.00	0.00	-14.07	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.85	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 46.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.08 !	4.08

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-8.75	-1.07	0.00	0.00	-5.33	39.38

Segment Leq : 39.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-6.08	-1.07	0.00	0.00	-5.88	46.08

Segment Leq : 46.08 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.66	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.63

Segment Leq : 33.63 dBA

Total Leq All Segments: 47.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.69
(NIGHT): 47.12

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```
-----
Car traffic volume : 6011/574 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6585
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.29
```

Data for Segment # 3: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
```

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -8.95 -1.24 0.00 0.00 -13.83 39.92
-----
```

Segment Leq : 39.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-5.93	-1.24	0.00	0.00	-14.07	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.85	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 46.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.08 !	4.08

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-8.75	-1.07	0.00	0.00	-5.33	39.38

Segment Leq : 39.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-6.08	-1.07	0.00	0.00	-5.88	46.08

Segment Leq : 46.08 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.66	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.63

Segment Leq : 33.63 dBA

Total Leq All Segments: 47.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.69
(NIGHT): 47.12

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -9.72 -1.24 0.00 0.00 -13.24 39.75
-----
  
```

Segment Leq : 39.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 44.91 + 0.00) = 44.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-7.10	-1.24	0.00	0.00	-13.45	44.91

Segment Leq : 44.91 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	1.50 !	-0.48 !	1.52

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.90	0.00	-7.08	0.00	0.00	0.00	-13.02	49.80

Segment Leq : 49.80 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.96	1.50	-0.59	1.41

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.93	0.00	-4.72	-1.23	0.00	0.00	-13.67	44.31

Segment Leq : 44.31 dBA

Total Leq All Segments: 52.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	2.07	4.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-9.43	-1.07	0.00	0.00	-5.30	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.20

Segment Leq : 45.20 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.80	!	4.50	!	2.23	!	4.23

ROAD (0.00 + 54.63 + 0.00) = 54.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-7.24	0.00	0.00	0.00	-5.09	54.63

Segment Leq : 54.63 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 1.50 ! 3.50

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.52	0.00	-5.39	-1.06	0.00	0.00	-6.61	43.46

Segment Leq : 43.46 dBA

Total Leq All Segments: 55.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.12
(NIGHT): 55.48

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -9.72 -1.24 0.00 0.00 -13.24 39.75
-----
  
```

Segment Leq : 39.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 44.91 + 0.00) = 44.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-7.10	-1.24	0.00	0.00	-13.45	44.91

Segment Leq : 44.91 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-8.99	0.00	0.00	0.00	-13.04	41.90

Segment Leq : 41.90 dBA

Total Leq All Segments: 47.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.07 !	4.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-9.43	-1.07	0.00	0.00	-5.30	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.87 !	3.87

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.20

Segment Leq : 45.20 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-8.88	0.00	0.00	0.00	-5.00	42.64*
-90	90	0.00	56.52	0.00	-8.88	0.00	0.00	0.00	0.00	47.64

* Bright Zone !

Segment Leq : 47.64 dBA

Total Leq All Segments: 49.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.47
(NIGHT): 49.94

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11140/695 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 49/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9549/1061 veh/TimePeriod *
Medium truck volume : 90/10 veh/TimePeriod *
Heavy truck volume : 45/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.00
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.00 0.00 -6.84 0.00 0.00 0.00 -5.02 52.14
-----
  
```

Segment Leq : 52.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	1.40	1.40

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.42	0.00	-5.36	0.00	0.00	0.00	-5.04	53.02

Segment Leq : 53.02 dBA

Total Leq All Segments: 55.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	3.33	3.33

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.95	0.00	-7.85	0.00	0.00	0.00	-1.23	45.86*
-90	90	0.00	54.95	0.00	-7.85	0.00	0.00	0.00	0.00	47.10

* Bright Zone !

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 4.50 ! 3.08 ! 3.08

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.75	0.00	0.00	0.00	-1.53	48.60*
-90	90	0.00	56.88	0.00	-6.75	0.00	0.00	0.00	0.00	50.13

* Bright Zone !

Segment Leq : 50.13 dBA

Total Leq All Segments: 51.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.61
(NIGHT): 51.88

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 18763/1406 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20169
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-15.54	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-14.27	-1.46	0.00	0.00	0.00	48.96

Segment Leq : 48.96 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.79	0.00	-2.39	0.00	0.00	0.00	0.00	60.40

Segment Leq : 60.40 dBA

Total Leq All Segments: 60.94 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.06	0.00	-15.20	-1.34	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 42.49 + 0.00) = 42.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.79	0.00	-13.97	-1.34	0.00	0.00	0.00	42.49

Segment Leq : 42.49 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.55	0.00	-2.86	0.00	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Total Leq All Segments: 52.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.94
(NIGHT): 52.47

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 18763/1406 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20169
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.62	0.00	-7.61	0.00	0.00	0.00	0.00	57.01

Segment Leq : 57.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 57.67 + 0.00) = 57.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.00	0.00	-6.33	0.00	0.00	0.00	0.00	57.67

Segment Leq : 57.67 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.99 + 0.00) = 58.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.79	0.00	-3.80	0.00	0.00	0.00	0.00	58.99

Segment Leq : 58.99 dBA

Total Leq All Segments: 62.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-8.39	0.00	0.00	0.00	0.00	47.97

Segment Leq : 47.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 49.12 + 0.00) = 49.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.53	0.00	-7.40	0.00	0.00	0.00	0.00	49.12

Segment Leq : 49.12 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.55	0.00	-1.86	0.00	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Total Leq All Segments: 55.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.74
(NIGHT): 55.19

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13676/1109 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 34/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.49
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6487/544 veh/TimePeriod *
Medium truck volume : 55/5 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 92.26

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.40	0.00	-7.35	0.00	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.51 + 0.00) = 55.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-6.13	0.00	0.00	0.00	0.00	55.51

Segment Leq : 55.51 dBA

Total Leq All Segments: 59.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.51	0.00	-7.51	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.33	0.00	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 51.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.36
(NIGHT): 51.32

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7113/691 veh/TimePeriod *
Medium truck volume : 67/6 veh/TimePeriod *
Heavy truck volume : 221/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.99
Day (16 hrs) % of Total Volume : 91.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13769/1617 veh/TimePeriod *
Medium truck volume : 75/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 89.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 13331/1148 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14479
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
    
```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.31 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-18.90	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-18.13	-1.46	0.00	0.00	0.00	44.90

Segment Leq : 44.90 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.52 + 0.00) = 42.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.33	-1.46	0.00	0.00	0.00	42.52

Segment Leq : 42.52 dBA

Total Leq All Segments: 48.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.31 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.85	0.00	-18.04	-1.31	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.30 + 0.00) = 39.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.16	0.00	-17.52	-1.34	0.00	0.00	0.00	39.30

Segment Leq : 39.30 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.67	0.00	-16.53	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Total Leq All Segments: 42.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.93
(NIGHT): 42.87

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 13331/1148 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14479
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.28	0.00	-9.90	0.00	0.00	0.00	0.00	54.38

Segment Leq : 54.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-9.23	0.00	0.00	0.00	0.00	52.71

Segment Leq : 52.71 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.31	0.00	0.00	0.00	0.00	0.00	0.00	61.31

Segment Leq : 61.31 dBA

Total Leq All Segments: 62.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-9.99	0.00	0.00	0.00	0.00	47.81

Segment Leq : 47.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 45.35 + 0.00) = 45.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-9.33	0.00	0.00	0.00	0.00	45.35

Segment Leq : 45.35 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.67	0.00	-0.79	0.00	0.00	0.00	0.00	52.88

Segment Leq : 52.88 dBA

Total Leq All Segments: 54.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.58
(NIGHT): 54.61

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-23.16	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-22.72	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Total Leq All Segments: 41.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 34.51 + 0.00) = 34.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.79	0.00	-21.98	-1.30	0.00	0.00	0.00	34.51

Segment Leq : 34.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-21.84	-1.34	0.00	0.00	0.00	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 36.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.83
(NIGHT): 36.27

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```

-----
Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36
    
```

Data for Segment # 3: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.36 ! 1.50 ! -1.03 ! 1.47
    
```

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.82 0.00 -8.63 0.00 0.00 0.00 -10.08 45.10
-----
    
```

Segment Leq : 45.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.21 !	1.29

ROAD (0.00 + 43.55 + 0.00) = 43.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-7.02	0.00	0.00	0.00	-10.75	43.55

Segment Leq : 43.55 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-10.62	0.00	0.00	0.00	-9.90	45.34

Segment Leq : 45.34 dBA

Total Leq All Segments: 49.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.36 !	4.50 !	1.25 !	3.75

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-8.75	0.00	0.00	0.00	-6.01	42.24

Segment Leq : 42.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	0.72 !	3.22

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.24	0.00	0.00	0.00	-7.06	39.77

Segment Leq : 39.77 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	1.65 !	4.15

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-10.41	0.00	0.00	0.00	-5.65	41.37

Segment Leq : 41.37 dBA

Total Leq All Segments: 46.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.50
(NIGHT): 46.01

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11839/2338 veh/TimePeriod *
Medium truck volume : 553/109 veh/TimePeriod *
Heavy truck volume : 3775/745 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.42
Heavy Truck % of Total Volume : 23.35
Day (16 hrs) % of Total Volume : 83.51

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.23 0.00 0.00 0.00 0.00 -8.01 50.39
-----
  
```

Segment Leq : 50.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-4.77	0.00	0.00	0.00	-8.36	51.93

Segment Leq : 51.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.77 + 0.00) = 60.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-10.63	0.00	0.00	0.00	-9.10	60.77

Segment Leq : 60.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	1.50	!	2.32	!	2.32

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.96	0.00	-10.13	0.00	0.00	0.00	-9.54	59.29

Segment Leq : 59.29 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-9.41	0.00	0.00	0.00	-7.61	48.84

Segment Leq : 48.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-4.94	0.00	0.00	0.00	-7.93	53.92

Segment Leq : 53.92 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.64 + 0.00) = 37.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.99	0.00	0.00	0.00	-15.39	37.64

Segment Leq : 37.64 dBA

Total Leq All Segments: 64.21 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	-4.50	46.04*
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	0.00	50.54

* Bright Zone !

Segment Leq : 50.54 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	-4.69	46.81*
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	0.00	51.50

* Bright Zone !

Segment Leq : 51.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-10.71	0.00	0.00	0.00	-8.79	57.25

Segment Leq : 57.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.20 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-10.24	0.00	0.00	0.00	-9.21	55.47

Segment Leq : 55.47 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	-2.74	45.18*
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	0.00	47.93

* Bright Zone !

Segment Leq : 47.93 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	3.70	3.70

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	-4.18	52.24*
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	0.00	56.42

* Bright Zone !

Segment Leq : 56.42 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-10.08	0.00	0.00	0.00	-15.38	31.95

Segment Leq : 31.95 dBA

Total Leq All Segments: 62.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.21
(NIGHT): 62.15

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11839/2338 veh/TimePeriod *
Medium truck volume : 553/109 veh/TimePeriod *
Heavy truck volume : 3775/745 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.42
Heavy Truck % of Total Volume : 23.35
Day (16 hrs) % of Total Volume : 83.51

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.23 0.00 0.00 0.00 0.00 -8.01 50.39
-----
  
```

Segment Leq : 50.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-4.77	0.00	0.00	0.00	-8.36	51.93

Segment Leq : 51.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.77 + 0.00) = 60.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-10.63	0.00	0.00	0.00	-9.10	60.77

Segment Leq : 60.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	1.50	!	2.32	!	2.32

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.96	0.00	-10.13	0.00	0.00	0.00	-9.54	59.29

Segment Leq : 59.29 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-9.41	0.00	0.00	0.00	-7.61	48.84

Segment Leq : 48.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-4.94	0.00	0.00	0.00	-7.93	53.92

Segment Leq : 53.92 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.64 + 0.00) = 37.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.99	0.00	0.00	0.00	-15.39	37.64

Segment Leq : 37.64 dBA

Total Leq All Segments: 64.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	-4.50	46.04*
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	0.00	50.54

* Bright Zone !

Segment Leq : 50.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	-4.69	46.81*
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	0.00	51.50

* Bright Zone !

Segment Leq : 51.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-10.71	0.00	0.00	0.00	-8.79	57.25

Segment Leq : 57.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.20 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-10.24	0.00	0.00	0.00	-9.21	55.47

Segment Leq : 55.47 dBA

Results segment # 5: Howard Ave (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	-2.74	45.18*
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	0.00	47.93

* Bright Zone !

Segment Leq : 47.93 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	3.70	3.70

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	-4.18	52.24*
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	0.00	56.42

* Bright Zone !

Segment Leq : 56.42 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-10.08	0.00	0.00	0.00	-15.38	31.95

Segment Leq : 31.95 dBA

Total Leq All Segments: 62.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.21
(NIGHT): 62.15

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4743/1119 veh/TimePeriod *
Medium truck volume : 375/89 veh/TimePeriod *
Heavy truck volume : 3058/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.59
Heavy Truck % of Total Volume : 37.40
Day (16 hrs) % of Total Volume : 80.91

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7821/1823 veh/TimePeriod *
Medium truck volume : 104/24 veh/TimePeriod *
Heavy truck volume : 52/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```
-----
Car traffic volume : 7386/1547 veh/TimePeriod *
Medium truck volume : 134/28 veh/TimePeriod *
Heavy truck volume : 348/73 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.70
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 82.68
```

Data for Segment # 8: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.30 0.00 0.00 0.00 -8.53 49.81
-----
```

Segment Leq : 49.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.06	0.00	-4.28	-1.16	0.00	0.00	-9.34	50.27

Segment Leq : 50.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-11.24	0.00	0.00	0.00	-7.96	61.31

Segment Leq : 61.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.85	0.00	0.00	0.00	-7.95	58.96

Segment Leq : 58.96 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.49 + 0.00) = 43.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-11.37	0.00	0.00	0.00	-8.13	43.49

Segment Leq : 43.49 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-9.30	0.00	0.00	0.00	-8.13	49.36

Segment Leq : 49.36 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-6.35	0.00	0.00	0.00	-8.52	48.14

Segment Leq : 48.14 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.47	0.00	-12.65	0.00	0.00	0.00	-8.04	45.79

Segment Leq : 45.79 dBA

Total Leq All Segments: 64.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.50	0.00	0.00	0.00	-3.70	46.78*
-90	90	0.00	56.98	0.00	-6.50	0.00	0.00	0.00	0.00	50.48

* Bright Zone !

Segment Leq : 50.48 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.02

Segment Leq : 46.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	4.36	4.36

ROAD (0.00 + 65.45 + 0.00) = 65.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-11.30	0.00	0.00	0.00	-1.56	63.89*
-90	90	0.00	76.75	0.00	-11.30	0.00	0.00	0.00	0.00	65.45

* Bright Zone !

Segment Leq : 65.45 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.50	0.00	-10.92	0.00	0.00	0.00	-1.59	61.99*
-90	90	0.00	74.50	0.00	-10.92	0.00	0.00	0.00	0.00	63.58

* Bright Zone !

Segment Leq : 63.58 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.67	0.00	-11.44	0.00	0.00	0.00	-2.11	46.13*
-90	90	0.00	59.67	0.00	-11.44	0.00	0.00	0.00	0.00	48.23

* Bright Zone !

Segment Leq : 48.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	4.20	4.20

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-9.41	0.00	0.00	0.00	-2.46	49.76*
-90	90	0.00	61.63	0.00	-9.41	0.00	0.00	0.00	0.00	52.22

* Bright Zone !

Segment Leq : 52.22 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.81	3.81

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-6.55	0.00	0.00	0.00	-3.96	46.90*
-90	90	0.00	57.41	0.00	-6.55	0.00	0.00	0.00	0.00	50.86

* Bright Zone !

Segment Leq : 50.86 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.70	0.00	-12.69	0.00	0.00	0.00	-1.64	48.37*
-90	90	0.00	62.70	0.00	-12.69	0.00	0.00	0.00	0.00	50.01

* Bright Zone !

Segment Leq : 50.01 dBA

Total Leq All Segments: 68.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.07
(NIGHT): 68.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 11344/2376 veh/TimePeriod *
Medium truck volume : 707/148 veh/TimePeriod *
Heavy truck volume : 5766/1208 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.97
Heavy Truck % of Total Volume : 32.36
Day (16 hrs) % of Total Volume : 82.68

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 12087/2470 veh/TimePeriod *
Medium truck volume : 561/115 veh/TimePeriod *
Heavy truck volume : 3905/798 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19936
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 23.59
Day (16 hrs) % of Total Volume : 83.03
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.39 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.39 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.58 0.00 -10.22 -1.08 0.00 0.00 -7.02 62.26
-----
  
```

Segment Leq : 62.26 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.20	1.50	1.68	1.68

ROAD (0.00 + 62.11 + 0.00) = 62.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	79.09	0.00	-8.77	-1.09	0.00	0.00	-7.12	62.11

Segment Leq : 62.11 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.39	4.50	4.15	4.15

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.80	0.00	-9.82	-0.90	0.00	0.00	-2.48	63.61*
-90	90	0.54	76.80	0.00	-11.14	-1.25	0.00	0.00	0.00	64.41

* Bright Zone !

Segment Leq : 64.41 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.20 ! 4.50 ! 3.84 ! 3.84

ROAD (0.00 + 64.29 + 0.00) = 64.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.21	0.00	-8.51	-0.91	0.00	0.00	-4.08	61.71*
-90	90	0.55	75.21	0.00	-9.65	-1.26	0.00	0.00	0.00	64.29

* Bright Zone !

Segment Leq : 64.29 dBA

Total Leq All Segments: 67.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 67.36

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5665/1629 veh/TimePeriod *
Medium truck volume : 1082/311 veh/TimePeriod *
Heavy truck volume : 10368/2981 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.32
Heavy Truck % of Total Volume : 60.58
Day (16 hrs) % of Total Volume : 77.67

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3000/1124 veh/TimePeriod *
Medium truck volume : 505/189 veh/TimePeriod *
Heavy truck volume : 4726/1771 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11315
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.13
Heavy Truck % of Total Volume : 57.42
Day (16 hrs) % of Total Volume : 72.74

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-3.15	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.25 + 0.00) = 64.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.87	0.00	-17.65	-0.97	0.00	0.00	0.00	64.25

Segment Leq : 64.25 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.48 + 0.00) = 60.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.47	0.00	-18.03	-0.97	0.00	0.00	0.00	60.48

Segment Leq : 60.48 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-23.28	-1.46	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.33 + 0.00) = 51.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.63	-1.46	0.00	0.00	0.00	51.33

Segment Leq : 51.33 dBA

Total Leq All Segments: 66.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.54	0.00	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.46	0.00	-16.57	-0.78	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.52 + 0.00) = 60.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.22	0.00	-16.92	-0.78	0.00	0.00	0.00	60.52

Segment Leq : 60.52 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.10	-1.31	0.00	0.00	0.00	46.39

Segment Leq : 46.39 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.47	-1.31	0.00	0.00	0.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 65.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.52
(NIGHT): 65.25

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5665/1629 veh/TimePeriod *
Medium truck volume : 1082/311 veh/TimePeriod *
Heavy truck volume : 10368/2981 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.32
Heavy Truck % of Total Volume : 60.58
Day (16 hrs) % of Total Volume : 77.67

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3000/1124 veh/TimePeriod *
Medium truck volume : 505/189 veh/TimePeriod *
Heavy truck volume : 4726/1771 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11315
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.13
Heavy Truck % of Total Volume : 57.42
Day (16 hrs) % of Total Volume : 72.74

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1746/485 veh/TimePeriod *
Medium truck volume : 86/24 veh/TimePeriod *
Heavy truck volume : 530/147 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.65
Heavy Truck % of Total Volume : 22.43
Day (16 hrs) % of Total Volume : 78.26

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 14502/2870 veh/TimePeriod *
Medium truck volume : 282/56 veh/TimePeriod *
Heavy truck volume : 1126/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.08
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18284/1629 veh/TimePeriod *
Medium truck volume : 487/43 veh/TimePeriod *
Heavy truck volume : 243/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 91.82

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 982/414 veh/TimePeriod *
Medium truck volume : 33/14 veh/TimePeriod *
Heavy truck volume : 253/107 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.59
Heavy Truck % of Total Volume : 19.94
Day (16 hrs) % of Total Volume : 70.33

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-3.15	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.16 + 0.00) = 65.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.87	0.00	-16.74	-0.97	0.00	0.00	0.00	65.16

Segment Leq : 65.16 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.47	0.00	-17.15	-0.97	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.18 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	66.89	0.00	-22.22	-1.42	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.63 m

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.94	0.00	-16.84	-1.19	0.00	0.00	0.00	52.92

Segment Leq : 52.92 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.38 + 0.00) = 62.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.94	0.00	-5.56	0.00	0.00	0.00	0.00	62.38

Segment Leq : 62.38 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.44	0.00	-22.22	-1.43	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-23.28	-1.46	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.33 + 0.00) = 51.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.63	-1.46	0.00	0.00	0.00	51.33

Segment Leq : 51.33 dBA

Total Leq All Segments: 68.64 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.54	0.00	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.96 + 0.00) = 63.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.46	0.00	-15.72	-0.78	0.00	0.00	0.00	63.96

Segment Leq : 63.96 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.34 + 0.00) = 61.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.22	0.00	-16.11	-0.78	0.00	0.00	0.00	61.34

Segment Leq : 61.34 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.18 m

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.33	0.00	-21.06	-1.27	0.00	0.00	0.00	42.00

Segment Leq : 42.00 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.63 m

ROAD (0.00 + 49.99 + 0.00) = 49.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.92	0.00	-15.92	-1.01	0.00	0.00	0.00	49.99

Segment Leq : 49.99 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.07 m

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.47	0.00	-5.80	0.00	0.00	0.00	0.00	54.67

Segment Leq : 54.67 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.71	0.00	-21.07	-1.27	0.00	0.00	0.00	39.38

Segment Leq : 39.38 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.10	-1.31	0.00	0.00	0.00	46.39

Segment Leq : 46.39 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.47	-1.31	0.00	0.00	0.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 66.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.64
(NIGHT): 66.47

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
    
```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.28 + 0.00) = 38.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-25.03	-1.46	0.00	0.00	0.00	38.28

Segment Leq : 38.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 40.96 + 0.00) = 40.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-25.22	-1.46	0.00	0.00	0.00	40.96

Segment Leq : 40.96 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-22.08	-1.46	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-22.50	-1.46	0.00	0.00	0.00	52.47

Segment Leq : 52.47 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.87 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.59	0.00	-23.44	-1.44	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.24	0.00	-24.16	-1.46	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-5.46	-1.46	0.00	0.00	0.00	52.17

Segment Leq : 52.17 dBA

Total Leq All Segments: 58.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 30.89 + 0.00) = 30.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-23.93	-1.34	0.00	0.00	0.00	30.89

Segment Leq : 30.89 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.56 + 0.00) = 34.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-24.11	-1.34	0.00	0.00	0.00	34.56

Segment Leq : 34.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-20.72	-1.31	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-21.18	-1.31	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.87 m

ROAD (0.00 + 43.12 + 0.00) = 43.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.46	0.00	-22.05	-1.28	0.00	0.00	0.00	43.12

Segment Leq : 43.12 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 33.96 + 0.00) = 33.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.28	0.00	-22.99	-1.33	0.00	0.00	0.00	33.96

Segment Leq : 33.96 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.38 + 0.00) = 46.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-2.34	-1.35	0.00	0.00	0.00	46.38

Segment Leq : 46.38 dBA

Total Leq All Segments: 52.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.12
(NIGHT): 52.58

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 982/414 veh/TimePeriod *
Medium truck volume : 33/14 veh/TimePeriod *
Heavy truck volume : 253/107 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.59
Heavy Truck % of Total Volume : 19.94
Day (16 hrs) % of Total Volume : 70.33

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-25.24	-1.46	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.44	0.00	-15.96	-1.43	0.00	0.00	0.00	45.05

Segment Leq : 45.05 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.07 + 0.00) = 53.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-22.83	-1.46	0.00	0.00	0.00	53.07

Segment Leq : 53.07 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.24	-1.46	0.00	0.00	0.00	51.72

Segment Leq : 51.72 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.87 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.59	0.00	-23.27	-1.44	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-5.46	-1.46	0.00	0.00	0.00	52.17

Segment Leq : 52.17 dBA

Total Leq All Segments: 57.78 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-24.22	-1.34	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.71	0.00	-15.23	-1.27	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-21.68	-1.31	0.00	0.00	0.00	46.82

Segment Leq : 46.82 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 46.12 + 0.00) = 46.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.10	-1.31	0.00	0.00	0.00	46.12

Segment Leq : 46.12 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.87 m

ROAD (0.00 + 43.76 + 0.00) = 43.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.46	0.00	-21.42	-1.28	0.00	0.00	0.00	43.76

Segment Leq : 43.76 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.83 + 0.00) = 42.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-5.89	-1.35	0.00	0.00	0.00	42.83

Segment Leq : 42.83 dBA

Total Leq All Segments: 52.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.78
(NIGHT): 52.25

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-21.74	-1.46	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-22.11	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-24.11	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-24.49	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-6.51	-1.46	0.00	0.00	0.00	51.13

Segment Leq : 51.13 dBA

Total Leq All Segments: 56.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.06 + 0.00) = 34.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-20.76	-1.34	0.00	0.00	0.00	34.06

Segment Leq : 34.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-21.12	-1.34	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.88	-1.31	0.00	0.00	0.00	45.62

Segment Leq : 45.62 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 44.95 + 0.00) = 44.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-23.27	-1.31	0.00	0.00	0.00	44.95

Segment Leq : 44.95 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-0.87	-1.35	0.00	0.00	0.00	47.84

Segment Leq : 47.84 dBA

Total Leq All Segments: 51.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.36
(NIGHT): 51.36

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-21.74	-1.46	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-22.11	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-24.11	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-24.49	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-6.51	-1.46	0.00	0.00	0.00	51.13

Segment Leq : 51.13 dBA

Total Leq All Segments: 56.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.06 + 0.00) = 34.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-20.76	-1.34	0.00	0.00	0.00	34.06

Segment Leq : 34.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-21.12	-1.34	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.88	-1.31	0.00	0.00	0.00	45.62

Segment Leq : 45.62 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 44.95 + 0.00) = 44.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-23.27	-1.31	0.00	0.00	0.00	44.95

Segment Leq : 44.95 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-0.87	-1.35	0.00	0.00	0.00	47.84

Segment Leq : 47.84 dBA

Total Leq All Segments: 51.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.36
(NIGHT): 51.36

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
  
```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-17.85	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-18.66	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.87 m

ROAD (0.00 + 57.15 + 0.00) = 57.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.59	0.00	-10.43	-3.01	0.00	0.00	0.00	57.15

Segment Leq : 57.15 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-11.16	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.73 + 0.00) = 54.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-4.37	0.00	0.00	0.00	0.00	54.73

Segment Leq : 54.73 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-17.22	-1.34	0.00	0.00	0.00	37.60

Segment Leq : 37.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-17.98	-1.34	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.87 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	66.46	0.00	-10.43	-3.01	0.00	0.00	0.00	53.01

Segment Leq : 53.01 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-11.22	0.00	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.28	0.00	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 55.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 55.61

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 37961/3087 veh/TimePeriod *
Medium truck volume : 370/30 veh/TimePeriod *
Heavy truck volume : 185/15 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 41648
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 92.48

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-17.85	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-18.66	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.87 m

ROAD (0.00 + 64.37 + 0.00) = 64.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.59	0.00	-6.22	0.00	0.00	0.00	0.00	64.37

Segment Leq : 64.37 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-8.95	0.00	0.00	0.00	0.00	56.29

Segment Leq : 56.29 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.83 m

ROAD (0.00 + 63.09 + 0.00) = 63.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.46	0.00	-4.37	0.00	0.00	0.00	0.00	63.09

Segment Leq : 63.09 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-17.22	-1.34	0.00	0.00	0.00	37.60

Segment Leq : 37.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-17.98	-1.34	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.87 m

ROAD (0.00 + 61.61 + 0.00) = 61.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-4.85	0.00	0.00	0.00	0.00	61.61

Segment Leq : 61.61 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 49.92 + 0.00) = 49.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-8.36	0.00	0.00	0.00	0.00	49.92

Segment Leq : 49.92 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.83 m

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-0.28	0.00	0.00	0.00	0.00	59.29

Segment Leq : 59.29 dBA

Total Leq All Segments: 63.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 63.83

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5607/414 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6109
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.13
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.94 0.00 -13.96 -1.33 0.00 0.00 -5.01 43.64
-----
  
```

Segment Leq : 43.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.69	0.00	-15.19	-1.34	0.00	0.00	-5.01	45.16

Segment Leq : 45.16 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	1.50 !	2.36 !	2.36

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	69.90	0.00	-8.40	-0.15	0.00	0.00	-17.41	43.94

Segment Leq : 43.94 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	1.50 !	1.31 !	1.31

ROAD (0.00 + 34.65 + 0.00) = 34.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	63.93	0.00	-11.28	-0.22	0.00	0.00	-17.78	34.65

Segment Leq : 34.65 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.15	0.00	-3.01	0.00	0.00	0.00	-5.08	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	4.22	4.22

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.52	0.00	-13.34	-1.17	0.00	0.00	-0.20	39.81*
-90	90	0.59	54.52	0.00	-14.15	-1.34	0.00	0.00	0.00	39.03

* Bright Zone !

Segment Leq : 39.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.26	4.26

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.10	0.00	-14.47	-1.17	0.00	0.00	-0.19	43.26*
-90	90	0.59	59.10	0.00	-15.35	-1.34	0.00	0.00	0.00	42.41

* Bright Zone !

Segment Leq : 42.41 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	4.50 !	2.52 !	2.52

ROAD (0.00 + 41.55 + 0.00) = 41.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-8.13	0.00	0.00	0.00	-17.29	41.55

Segment Leq : 41.55 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	4.50 !	1.40 !	1.40

ROAD (0.00 + 28.23 + 0.00) = 28.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-10.56	0.00	0.00	0.00	-17.73	28.23

Segment Leq : 28.23 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.84	0.00	-0.79	0.00	0.00	0.00	99.00	149.05
-90	90	0.00	50.84	0.00	-0.79	0.00	0.00	0.00	0.00	50.05

* Bright Zone !

Segment Leq : 50.05 dBA

Total Leq All Segments: 51.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.24
(NIGHT): 51.51

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11140/695 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 49/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9549/1061 veh/TimePeriod *
Medium truck volume : 90/10 veh/TimePeriod *
Heavy truck volume : 45/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```

-----
Car traffic volume : 5607/414 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6109
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.13
  
```

Data for Segment # 3: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! -0.56 ! 1.44
  
```

ROAD (0.00 + 45.52 + 0.00) = 45.52 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.00 0.00 -8.17 0.00 0.00 0.00 -10.31 45.52
-----
  
```

Segment Leq : 45.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.42	0.00	-8.98	0.00	0.00	0.00	-10.23	44.21

Segment Leq : 44.21 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.15	0.00	-6.09	0.00	0.00	0.00	-10.58	42.48

Segment Leq : 42.48 dBA

Total Leq All Segments: 49.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.27	4.27

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.95	0.00	-8.04	0.00	0.00	0.00	-4.38	42.53*
-90	90	0.00	54.95	0.00	-8.04	0.00	0.00	0.00	0.00	46.91

* Bright Zone !

Segment Leq : 46.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	2.28	4.28

ROAD (0.00 + 48.02 + 0.00) = 48.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-8.86	0.00	0.00	0.00	-4.45	43.57*
-90	90	0.00	56.88	0.00	-8.86	0.00	0.00	0.00	0.00	48.02

* Bright Zone !

Segment Leq : 48.02 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.84	0.00	-6.30	0.00	0.00	0.00	-5.00	39.54

Segment Leq : 39.54 dBA

Total Leq All Segments: 50.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.02
(NIGHT): 50.84

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-17.52	-1.46	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 44.83 + 0.00) = 44.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-18.40	-1.46	0.00	0.00	0.00	44.83

Segment Leq : 44.83 dBA

Total Leq All Segments: 48.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.06	0.00	-17.93	-1.46	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.79	0.00	-18.73	-1.46	0.00	0.00	0.00	37.61

Segment Leq : 37.61 dBA

Total Leq All Segments: 40.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.57
(NIGHT): 40.65

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 22592/1514 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72
    
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 49.51 + 0.00) = 49.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-14.20	-1.46	0.00	0.00	0.00	49.51

Segment Leq : 49.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 47.69 + 0.00) = 47.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-15.54	-1.46	0.00	0.00	0.00	47.69

Segment Leq : 47.69 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.60	0.00	-3.15	0.00	0.00	0.00	0.00	60.45

Segment Leq : 60.45 dBA

Total Leq All Segments: 60.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 40.62 + 0.00) = 40.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.06	0.00	-15.10	-1.34	0.00	0.00	0.00	40.62

Segment Leq : 40.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.79	0.00	-13.84	-1.34	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.87	0.00	-4.96	0.00	0.00	0.00	0.00	49.91

Segment Leq : 49.91 dBA

Total Leq All Segments: 51.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.99
(NIGHT): 51.06

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 22592/1514 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72
  
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-13.27	-1.46	0.00	0.00	0.00	49.89

Segment Leq : 49.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.00	0.00	-14.78	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-2.76	-1.46	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Total Leq All Segments: 60.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-13.88	-1.34	0.00	0.00	0.00	41.13

Segment Leq : 41.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.13 + 0.00) = 40.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.53	0.00	-15.06	-1.34	0.00	0.00	0.00	40.13

Segment Leq : 40.13 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.87	0.00	-6.27	-1.35	0.00	0.00	0.00	47.24

Segment Leq : 47.24 dBA

Total Leq All Segments: 48.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.10
(NIGHT): 48.82

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.07 + 0.00) = 43.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-20.09	-1.46	0.00	0.00	0.00	43.07

Segment Leq : 43.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.00	0.00	-20.66	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 45.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-19.20	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.53	0.00	-19.73	-1.34	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Total Leq All Segments: 38.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 45.53
(NIGHT): 38.65

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13676/1109 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 34/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.49
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6487/544 veh/TimePeriod *
Medium truck volume : 55/5 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5118/1162 veh/TimePeriod *
Medium truck volume : 48/11 veh/TimePeriod *
Heavy truck volume : 174/40 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6552
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 81.50

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 4401/636 veh/TimePeriod *
Medium truck volume : 24/3 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.38

```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.40	0.00	-17.69	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.63	0.00	-18.51	-1.46	0.00	0.00	0.00	41.67

Segment Leq : 41.67 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.34 m

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.83	0.00	-15.81	-1.46	0.00	0.00	0.00	46.56

Segment Leq : 46.56 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.72 m

ROAD (0.00 + 39.01 + 0.00) = 39.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.54	0.00	-19.08	-1.46	0.00	0.00	0.00	39.01

Segment Leq : 39.01 dBA

Total Leq All Segments: 50.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-16.86	-1.34	0.00	0.00	0.00	38.31

Segment Leq : 38.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-17.64	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.35 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.44	0.00	-14.90	-1.31	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.75 m

ROAD (0.00 + 34.64 + 0.00) = 34.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.19	0.00	-18.20	-1.34	0.00	0.00	0.00	34.64

Segment Leq : 34.64 dBA

Total Leq All Segments: 45.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.06
(NIGHT): 45.93

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7113/691 veh/TimePeriod *
Medium truck volume : 67/6 veh/TimePeriod *
Heavy truck volume : 221/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.99
Day (16 hrs) % of Total Volume : 91.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13769/1617 veh/TimePeriod *
Medium truck volume : 75/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 89.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 4182/679 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4893
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 86.04

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5585/1089 veh/TimePeriod *
Medium truck volume : 40/8 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 83.68

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 20942/1504 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.30
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.31 m

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-18.47	-1.46	0.00	0.00	0.00	45.11

Segment Leq : 45.11 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-19.41	-1.46	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.68 m

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.17	0.00	-18.90	-1.46	0.00	0.00	0.00	38.81

Segment Leq : 38.81 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.80	0.00	-19.70	-1.46	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.65 m

ROAD (0.00 + 56.79 + 0.00) = 56.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-5.68	-1.46	0.00	0.00	0.00	56.79

Segment Leq : 56.79 dBA

Total Leq All Segments: 57.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.31 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.85	0.00	-17.74	-1.31	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.16	0.00	-18.82	-1.34	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.74 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.42	0.00	-19.28	-1.34	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 36.30 + 0.00) = 36.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.74	0.00	-19.09	-1.34	0.00	0.00	0.00	36.30

Segment Leq : 36.30 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.67 m

ROAD (0.00 + 51.86 + 0.00) = 51.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.54	0.00	-2.33	-1.35	0.00	0.00	0.00	51.86

Segment Leq : 51.86 dBA

Total Leq All Segments: 52.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.40
(NIGHT): 52.41

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 4182/679 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4893
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 86.04

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5585/1089 veh/TimePeriod *
Medium truck volume : 40/8 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 83.68

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 20942/1504 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.30
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.28	0.00	-5.84	0.00	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-7.24	0.00	0.00	0.00	0.00	54.70

Segment Leq : 54.70 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.68 m

ROAD (0.00 + 57.41 + 0.00) = 57.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.17	0.00	-1.76	0.00	0.00	0.00	0.00	57.41

Segment Leq : 57.41 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 52.46 + 0.00) = 52.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.80	0.00	-8.35	0.00	0.00	0.00	0.00	52.46

Segment Leq : 52.46 dBA

Results segment # 5: Cousineau (day)

Source height = 0.65 m

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.94	0.00	-4.37	0.00	0.00	0.00	0.00	59.57

Segment Leq : 59.57 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-6.06	0.00	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-7.40	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.74 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.42	0.00	-2.30	0.00	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.74	0.00	-8.47	0.00	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 5: Cousineau (night)

Source height = 0.67 m

ROAD (0.00 + 51.86 + 0.00) = 51.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.54	0.00	-3.68	0.00	0.00	0.00	0.00	51.86

Segment Leq : 51.86 dBA

Total Leq All Segments: 57.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 57.68

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 53.66 + 0.00) = 53.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-9.17	-1.46	0.00	0.00	0.00	53.66

Segment Leq : 53.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-11.46	-1.46	0.00	0.00	0.00	49.02

Segment Leq : 49.02 dBA

Total Leq All Segments: 54.94 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.79	0.00	-9.05	-1.30	0.00	0.00	0.00	47.44

Segment Leq : 47.44 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-11.25	-1.34	0.00	0.00	0.00	42.09

Segment Leq : 42.09 dBA

Total Leq All Segments: 48.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.94
(NIGHT): 48.55

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 25123/1807 veh/TimePeriod *
Medium truck volume : 372/27 veh/TimePeriod *
Heavy truck volume : 185/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27527
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 93.29
    
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 43.63 + 0.00) = 43.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-19.20	-1.46	0.00	0.00	0.00	43.63

Segment Leq : 43.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.80 + 0.00) = 40.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-19.68	-1.46	0.00	0.00	0.00	40.80

Segment Leq : 40.80 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.53 + 0.00) = 57.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.22	0.00	-9.23	-1.46	0.00	0.00	0.00	57.53

Segment Leq : 57.53 dBA

Total Leq All Segments: 57.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 37.04 + 0.00) = 37.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.79	0.00	-19.30	-1.46	0.00	0.00	0.00	37.04

Segment Leq : 37.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.45 + 0.00) = 33.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.68	0.00	-19.77	-1.46	0.00	0.00	0.00	33.45

Segment Leq : 33.45 dBA

Results segment # 3: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.70 + 0.00) = 48.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.78	0.00	-9.62	-1.46	0.00	0.00	0.00	48.70

Segment Leq : 48.70 dBA

Total Leq All Segments: 49.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.79
(NIGHT): 49.11

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6828/1901 veh/TimePeriod *
Medium truck volume : 634/176 veh/TimePeriod *
Heavy truck volume : 5162/1437 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 40.89
Day (16 hrs) % of Total Volume : 78.22

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 25123/1807 veh/TimePeriod *
Medium truck volume : 372/27 veh/TimePeriod *
Heavy truck volume : 185/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27527
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 93.29

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.43	0.00	-12.15	0.00	0.00	0.00	0.00	53.28

Segment Leq : 53.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.74	0.00	-12.44	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.66 + 0.00) = 65.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-8.22	0.00	0.00	0.00	-8.78	65.66

Segment Leq : 65.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 62.21 + 0.00) = 62.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.00	0.00	-8.94	0.00	0.00	0.00	-8.85	62.21

Segment Leq : 62.21 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.25 + 0.00) = 38.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-9.60	0.00	0.00	0.00	-15.48	38.25

Segment Leq : 38.25 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.15 + 0.00) = 59.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.22	0.00	-9.07	0.00	0.00	0.00	0.00	59.15

Segment Leq : 59.15 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.60 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-12.27	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Total Leq All Segments: 68.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-11.80	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.15 + 0.00) = 45.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-12.11	0.00	0.00	0.00	0.00	45.15

Segment Leq : 45.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.75 + 0.00) = 63.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.35	0.00	0.00	0.00	-7.98	63.75

Segment Leq : 63.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 60.97 + 0.00) = 60.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.45	0.00	-8.26	0.00	0.00	0.00	-8.22	60.97

Segment Leq : 60.97 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.02	1.02

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-8.99	0.00	0.00	0.00	-15.27	33.47

Segment Leq : 33.47 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.78	0.00	-8.99	0.00	0.00	0.00	0.00	50.79

Segment Leq : 50.79 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.60 m

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-11.93	0.00	0.00	0.00	0.00	51.76

Segment Leq : 51.76 dBA

Total Leq All Segments: 65.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.49
(NIGHT): 65.98

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16064/3441 veh/TimePeriod *
Medium truck volume : 832/178 veh/TimePeriod *
Heavy truck volume : 5838/1250 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 82.36

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14891/3222 veh/TimePeriod *
Medium truck volume : 1120/242 veh/TimePeriod *
Heavy truck volume : 9444/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30963
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 37.10
Day (16 hrs) % of Total Volume : 82.21

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.25 m

ROAD (0.00 + 64.46 + 0.00) = 64.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.79	0.00	-14.91	-1.42	0.00	0.00	0.00	64.46

Segment Leq : 64.46 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.31 + 0.00) = 67.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.65	0.00	-13.93	-1.41	0.00	0.00	0.00	67.31

Segment Leq : 67.31 dBA

Total Leq All Segments: 69.13 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.25 m

ROAD (0.00 + 61.59 + 0.00) = 61.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.10	0.00	-14.25	-1.26	0.00	0.00	0.00	61.59

Segment Leq : 61.59 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.02	0.00	-13.35	-1.25	0.00	0.00	0.00	64.41

Segment Leq : 64.41 dBA

Total Leq All Segments: 66.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.13
(NIGHT): 66.24

**APPENDIX B.6.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6158/602 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.10
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.53
-----
  
```

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.13

Segment Leq : 46.13 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.96	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 47.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-8.75	-1.07	0.00	0.00	-5.33	40.82

Segment Leq : 40.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.85	!	3.85

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-6.07	-1.07	0.00	0.00	-5.87	46.73

Segment Leq : 46.73 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.87	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.84

Segment Leq : 33.84 dBA

Total Leq All Segments: 47.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.33
(NIGHT): 47.90

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```
-----
Car traffic volume : 6158/602 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.10
```

Data for Segment # 3: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
```

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.53
-----
```

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.13

Segment Leq : 46.13 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.96	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 47.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-8.75	-1.07	0.00	0.00	-5.33	40.82

Segment Leq : 40.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.85	!	3.85

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-6.07	-1.07	0.00	0.00	-5.87	46.73

Segment Leq : 46.73 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.87	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.84

Segment Leq : 33.84 dBA

Total Leq All Segments: 47.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.33
(NIGHT): 47.90

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.36
-----
  
```

Segment Leq : 40.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-7.10	-1.24	0.00	0.00	-13.45	45.58

Segment Leq : 45.58 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	1.50 !	-0.48 !	1.52

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.68	0.00	-7.08	0.00	0.00	0.00	-13.03	49.58

Segment Leq : 49.58 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	1.50	-0.59	1.41

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	64.57	0.00	-4.72	-1.23	0.00	0.00	-13.67	44.96

Segment Leq : 44.96 dBA

Total Leq All Segments: 52.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	2.06	4.06

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.15

Segment Leq : 40.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	4.50	!	2.23	!	4.23

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-7.24	0.00	0.00	0.00	-5.10	53.41

Segment Leq : 53.41 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 1.50 ! 3.50

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.66	0.00	-5.39	-1.06	0.00	0.00	-6.61	44.60

Segment Leq : 44.60 dBA

Total Leq All Segments: 54.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.28
(NIGHT): 54.73

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.36
-----
  
```

Segment Leq : 40.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-7.10	-1.24	0.00	0.00	-13.45	45.58

Segment Leq : 45.58 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 42.55 + 0.00) = 42.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-8.99	0.00	0.00	0.00	-13.04	42.55

Segment Leq : 42.55 dBA

Total Leq All Segments: 48.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.06	!	4.06

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.15

Segment Leq : 40.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-8.88	0.00	0.00	0.00	-5.00	43.78*
-90	90	0.00	57.66	0.00	-8.88	0.00	0.00	0.00	0.00	48.78

* Bright Zone !

Segment Leq : 48.78 dBA

Total Leq All Segments: 50.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.13
(NIGHT): 50.95

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13196/957 veh/TimePeriod *
Medium truck volume : 104/8 veh/TimePeriod *
Heavy truck volume : 52/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11225/1147 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12557
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.73
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.79 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.84 0.00 0.00 0.00 -5.02 52.76
-----
  
```

Segment Leq : 52.76 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	1.50	!	1.40	!	1.40

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-5.36	0.00	0.00	0.00	-5.04	53.79

Segment Leq : 53.79 dBA

Total Leq All Segments: 56.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.80	!	4.50	!	3.41	!	3.41

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.30	0.00	-7.85	0.00	0.00	0.00	-1.04	47.41*
-90	90	0.00	56.30	0.00	-7.85	0.00	0.00	0.00	0.00	48.45

* Bright Zone !

Segment Leq : 48.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.85 !	4.50 !	3.09 !	3.09

ROAD (0.00 + 50.56 + 0.00) = 50.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-6.75	0.00	0.00	0.00	-1.50	49.06*
-90	90	0.00	57.31	0.00	-6.75	0.00	0.00	0.00	0.00	50.56

* Bright Zone !

Segment Leq : 50.56 dBA

Total Leq All Segments: 52.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.32
(NIGHT): 52.64

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-15.54	-1.46	0.00	0.00	0.00	47.90

Segment Leq : 47.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-14.27	-1.46	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-2.39	0.00	0.00	0.00	0.00	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.21	-1.34	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.97	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-2.86	0.00	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.10

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-15.54	-1.46	0.00	0.00	0.00	47.90

Segment Leq : 47.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-14.27	-1.46	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-2.39	0.00	0.00	0.00	0.00	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.21	-1.34	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.97	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-2.86	0.00	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.10

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11194/964 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.27	0.00	-7.61	0.00	0.00	0.00	0.00	56.67

Segment Leq : 56.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 57.42 + 0.00) = 57.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.76	0.00	-6.33	0.00	0.00	0.00	0.00	57.42

Segment Leq : 57.42 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-3.80	0.00	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 62.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-8.39	0.00	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-7.40	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.34 + 0.00) = 52.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-1.86	0.00	0.00	0.00	0.00	52.34

Segment Leq : 52.34 dBA

Total Leq All Segments: 54.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.42
(NIGHT): 54.80

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12989/1029 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.66

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6011/443 veh/TimePeriod *
Medium truck volume : 47/3 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.14

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.06	0.00	-7.35	0.00	0.00	0.00	0.00	56.71

Segment Leq : 56.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.22	0.00	-6.13	0.00	0.00	0.00	0.00	55.09

Segment Leq : 55.09 dBA

Total Leq All Segments: 58.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.02	0.00	-7.51	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.94	0.00	-6.33	0.00	0.00	0.00	0.00	46.61

Segment Leq : 46.61 dBA

Total Leq All Segments: 50.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.99
(NIGHT): 50.67

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6796/641 veh/TimePeriod *
Medium truck volume : 63/6 veh/TimePeriod *
Heavy truck volume : 180/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.56
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13105/1544 veh/TimePeriod *
Medium truck volume : 77/9 veh/TimePeriod *
Heavy truck volume : 38/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.46

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12499/1077 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13576
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.26 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-18.90	-1.46	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-18.13	-1.46	0.00	0.00	0.00	44.74

Segment Leq : 44.74 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.03	0.00	-17.33	-1.46	0.00	0.00	0.00	42.24

Segment Leq : 42.24 dBA

Total Leq All Segments: 48.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.26 m

ROAD (0.00 + 37.84 + 0.00) = 37.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.21	0.00	-18.06	-1.31	0.00	0.00	0.00	37.84

Segment Leq : 37.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.11	0.00	-17.50	-1.34	0.00	0.00	0.00	39.26

Segment Leq : 39.26 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.50 + 0.00) = 35.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.39	0.00	-16.53	-1.35	0.00	0.00	0.00	35.50

Segment Leq : 35.50 dBA

Total Leq All Segments: 42.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.58
(NIGHT): 42.57

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 12499/1077 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13576
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 53.97 + 0.00) = 53.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.87	0.00	-9.90	0.00	0.00	0.00	0.00	53.97

Segment Leq : 53.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 52.46 + 0.00) = 52.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-9.23	0.00	0.00	0.00	0.00	52.46

Segment Leq : 52.46 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.03	0.00	0.00	0.00	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Total Leq All Segments: 62.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-9.99	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-9.33	0.00	0.00	0.00	0.00	45.10

Segment Leq : 45.10 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.39	0.00	-0.79	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Total Leq All Segments: 54.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.29
(NIGHT): 54.28

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-23.16	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 37.51 + 0.00) = 37.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-22.72	-1.46	0.00	0.00	0.00	37.51

Segment Leq : 37.51 dBA

Total Leq All Segments: 41.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.25	0.00	-22.00	-1.31	0.00	0.00	0.00	33.94

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.43	0.00	-21.84	-1.34	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Total Leq All Segments: 35.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.48
(NIGHT): 35.81

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```

-----
Car traffic volume : 16899/1210 veh/TimePeriod *
Medium truck volume : 207/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18441
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.32
  
```

Data for Segment # 3: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.41 ! 1.50 ! -1.02 ! 1.48
  
```

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.87 0.00 -8.63 0.00 0.00 0.00 -10.07 45.17
-----
  
```

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-1.21	1.29

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-7.02	0.00	0.00	0.00	-10.76	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 49.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.40	!	4.50	!	1.26	!	3.76

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-8.75	0.00	0.00	0.00	-6.00	42.51

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	4.50	!	0.71	!	3.21

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-7.24	0.00	0.00	0.00	-7.07	40.11

Segment Leq : 40.11 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.87 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-10.41	0.00	0.00	0.00	-5.66	41.67

Segment Leq : 41.67 dBA

Total Leq All Segments: 46.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.76
(NIGHT): 46.31

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13025/2763 veh/TimePeriod *
Medium truck volume : 680/144 veh/TimePeriod *
Heavy truck volume : 4786/1015 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.68
Heavy Truck % of Total Volume : 25.88
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16899/1210 veh/TimePeriod *
Medium truck volume : 207/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18441
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.32

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.83 + 0.00) = 50.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.08 0.00 -6.23 0.00 0.00 0.00 -8.01 50.83
-----
  
```

Segment Leq : 50.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 52.28 + 0.00) = 52.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.42	0.00	-4.77	0.00	0.00	0.00	-8.37	52.28

Segment Leq : 52.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.18 + 0.00) = 62.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-10.63	0.00	0.00	0.00	-8.97	62.18

Segment Leq : 62.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.26	!	1.50	!	2.37	!	2.37

ROAD (0.00 + 60.42 + 0.00) = 60.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-10.13	0.00	0.00	0.00	-9.37	60.42

Segment Leq : 60.42 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-4.94	0.00	0.00	0.00	-7.87	55.19

Segment Leq : 55.19 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.71 + 0.00) = 37.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-9.99	0.00	0.00	0.00	-15.39	37.71

Segment Leq : 37.71 dBA

Total Leq All Segments: 65.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.63	3.63

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.43	0.00	0.00	0.00	-4.51	46.41*
-90	90	0.00	57.36	0.00	-6.43	0.00	0.00	0.00	0.00	50.92

* Bright Zone !

Segment Leq : 50.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	3.47	3.47

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.87	0.00	-5.14	0.00	0.00	0.00	-4.70	47.03*
-90	90	0.00	56.87	0.00	-5.14	0.00	0.00	0.00	0.00	51.72

* Bright Zone !

Segment Leq : 51.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-10.71	0.00	0.00	0.00	-8.66	58.66

Segment Leq : 58.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.26	!	4.50	!	2.47	!	2.47

ROAD (0.00 + 56.91 + 0.00) = 56.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.19	0.00	-10.24	0.00	0.00	0.00	-9.04	56.91

Segment Leq : 56.91 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	4.15	4.15

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-9.51	0.00	0.00	0.00	-2.75	45.48*
-90	90	0.00	57.74	0.00	-9.51	0.00	0.00	0.00	0.00	48.23

* Bright Zone !

Segment Leq : 48.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.72	3.72

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-5.21	0.00	0.00	0.00	-4.12	53.35*
-90	90	0.00	62.68	0.00	-5.21	0.00	0.00	0.00	0.00	57.47

* Bright Zone !

Segment Leq : 57.47 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-10.08	0.00	0.00	0.00	-15.39	32.00

Segment Leq : 32.00 dBA

Total Leq All Segments: 63.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.39
(NIGHT): 63.27

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5876/1499 veh/TimePeriod *
Medium truck volume : 493/126 veh/TimePeriod *
Heavy truck volume : 3976/1014 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 38.43
Day (16 hrs) % of Total Volume : 79.68

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7874/1873 veh/TimePeriod *
Medium truck volume : 98/23 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9929
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.78

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8043/1788 veh/TimePeriod *
Medium truck volume : 149/33 veh/TimePeriod *
Heavy truck volume : 470/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 81.81
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.25 + 0.00) = 50.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.08 0.00 -6.30 0.00 0.00 0.00 0.00 -8.53 50.25
-----
  
```

Segment Leq : 50.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.31	!	1.31

ROAD (0.00 + 50.63 + 0.00) = 50.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.42	0.00	-4.28	-1.17	0.00	0.00	-9.35	50.63

Segment Leq : 50.63 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 62.59 + 0.00) = 62.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-11.24	0.00	0.00	0.00	-7.95	62.59

Segment Leq : 62.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.89	0.00	-10.85	0.00	0.00	0.00	-7.95	60.09

Segment Leq : 60.09 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-9.30	0.00	0.00	0.00	-8.11	50.58

Segment Leq : 50.58 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-6.35	0.00	0.00	0.00	-8.52	48.22

Segment Leq : 48.22 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	1.50	1.50	1.50

ROAD (0.00 + 46.80 + 0.00) = 46.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.48	0.00	-12.65	0.00	0.00	0.00	-8.03	46.80

Segment Leq : 46.80 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.85	3.85

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.50	0.00	0.00	0.00	-3.72	47.14*
-90	90	0.00	57.36	0.00	-6.50	0.00	0.00	0.00	0.00	50.86

* Bright Zone !

Segment Leq : 50.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	3.03	3.03

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.25

Segment Leq : 46.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 66.72 + 0.00) = 66.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-11.30	0.00	0.00	0.00	-1.55	65.17*
-90	90	0.00	78.02	0.00	-11.30	0.00	0.00	0.00	0.00	66.72

* Bright Zone !

Segment Leq : 66.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 65.04 + 0.00) = 65.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-10.92	0.00	0.00	0.00	-1.59	63.46*
-90	90	0.00	75.97	0.00	-10.92	0.00	0.00	0.00	0.00	65.04

* Bright Zone !

Segment Leq : 65.04 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-11.44	0.00	0.00	0.00	-2.11	46.18*
-90	90	0.00	59.72	0.00	-11.44	0.00	0.00	0.00	0.00	48.29

* Bright Zone !

Segment Leq : 48.29 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.20	4.20

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-9.41	0.00	0.00	0.00	-2.41	50.87*
-90	90	0.00	62.68	0.00	-9.41	0.00	0.00	0.00	0.00	53.28

* Bright Zone !

Segment Leq : 53.28 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.81	3.81

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-6.55	0.00	0.00	0.00	-3.96	46.96*
-90	90	0.00	57.47	0.00	-6.55	0.00	0.00	0.00	0.00	50.92

* Bright Zone !

Segment Leq : 50.92 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.53 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.97	0.00	-12.69	0.00	0.00	0.00	-1.62	49.66*
-90	90	0.00	63.97	0.00	-12.69	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Total Leq All Segments: 69.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 69.34

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 13610/2931 veh/TimePeriod *
Medium truck volume : 923/199 veh/TimePeriod *
Heavy truck volume : 7658/1649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26971
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 34.51
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14804/3047 veh/TimePeriod *
Medium truck volume : 709/146 veh/TimePeriod *
Heavy truck volume : 4918/1012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24636
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.07
Day (16 hrs) % of Total Volume : 82.93
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.78 0.00 -10.22 -1.08 0.00 0.00 -7.01 63.47
-----
  
```

Segment Leq : 63.47 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	1.68	1.68

ROAD (0.00 + 63.11 + 0.00) = 63.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	80.08	0.00	-8.76	-1.09	0.00	0.00	-7.12	63.11

Segment Leq : 63.11 dBA

Total Leq All Segments: 66.30 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.15	4.15

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.12	0.00	-9.81	-0.90	0.00	0.00	-2.46	64.95*
-90	90	0.54	78.12	0.00	-11.13	-1.25	0.00	0.00	0.00	65.73

* Bright Zone !

Segment Leq : 65.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 3.85 ! 3.85

ROAD (0.00 + 65.31 + 0.00) = 65.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.23	0.00	-8.51	-0.91	0.00	0.00	-4.07	62.74*
-90	90	0.55	76.23	0.00	-9.65	-1.26	0.00	0.00	0.00	65.31

* Bright Zone !

Segment Leq : 65.31 dBA

Total Leq All Segments: 68.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.30
(NIGHT): 68.54

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5313/1425 veh/TimePeriod *
Medium truck volume : 890/239 veh/TimePeriod *
Heavy truck volume : 8433/2262 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18562
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 57.62
Day (16 hrs) % of Total Volume : 78.85

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2808/986 veh/TimePeriod *
Medium truck volume : 412/145 veh/TimePeriod *
Heavy truck volume : 3821/1341 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.27
Day (16 hrs) % of Total Volume : 74.02

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-3.15	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.98	0.00	-17.65	-0.97	0.00	0.00	0.00	63.37

Segment Leq : 63.37 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.57	0.00	-18.03	-0.97	0.00	0.00	0.00	59.57

Segment Leq : 59.57 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.63	-1.46	0.00	0.00	0.00	50.39

Segment Leq : 50.39 dBA

Total Leq All Segments: 65.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.54	0.00	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.93 + 0.00) = 61.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.28	0.00	-16.57	-0.78	0.00	0.00	0.00	61.93

Segment Leq : 61.93 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.03	0.00	-16.92	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.10	-1.31	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.48	-1.31	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.72
(NIGHT): 64.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5313/1425 veh/TimePeriod *
Medium truck volume : 890/239 veh/TimePeriod *
Heavy truck volume : 8433/2262 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18562
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 57.62
Day (16 hrs) % of Total Volume : 78.85

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2808/986 veh/TimePeriod *
Medium truck volume : 412/145 veh/TimePeriod *
Heavy truck volume : 3821/1341 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.27
Day (16 hrs) % of Total Volume : 74.02

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1441/386 veh/TimePeriod *
Medium truck volume : 81/22 veh/TimePeriod *
Heavy truck volume : 467/125 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.09
Heavy Truck % of Total Volume : 23.48
Day (16 hrs) % of Total Volume : 78.86

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 12392/2299 veh/TimePeriod *
Medium truck volume : 238/44 veh/TimePeriod *
Heavy truck volume : 971/180 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 7.14
Day (16 hrs) % of Total Volume : 84.35

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17111/1518 veh/TimePeriod *
Medium truck volume : 463/41 veh/TimePeriod *
Heavy truck volume : 231/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19385
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 1.30
Day (16 hrs) % of Total Volume : 91.85

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 945/385 veh/TimePeriod *
Medium truck volume : 30/12 veh/TimePeriod *
Heavy truck volume : 222/90 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1685
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.51
Heavy Truck % of Total Volume : 18.55
Day (16 hrs) % of Total Volume : 71.06

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16
    
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-3.15	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.28 + 0.00) = 64.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.98	0.00	-16.74	-0.97	0.00	0.00	0.00	64.28

Segment Leq : 64.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.57	0.00	-17.15	-0.97	0.00	0.00	0.00	60.45

Segment Leq : 60.45 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.20 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	66.33	0.00	-22.21	-1.42	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.63 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.29	0.00	-16.84	-1.19	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.07 m

ROAD (0.00 + 62.13 + 0.00) = 62.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.69	0.00	-5.56	0.00	0.00	0.00	0.00	62.13

Segment Leq : 62.13 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.08 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.90	0.00	-22.24	-1.43	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.63	-1.46	0.00	0.00	0.00	50.39

Segment Leq : 50.39 dBA

Total Leq All Segments: 67.97 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.54	0.00	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.78 + 0.00) = 62.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.28	0.00	-15.72	-0.78	0.00	0.00	0.00	62.78

Segment Leq : 62.78 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.15 + 0.00) = 60.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.03	0.00	-16.11	-0.78	0.00	0.00	0.00	60.15

Segment Leq : 60.15 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.20 m

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.62	0.00	-21.05	-1.26	0.00	0.00	0.00	41.31

Segment Leq : 41.31 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.63 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	65.98	0.00	-15.92	-1.01	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.07 m

ROAD (0.00 + 54.42 + 0.00) = 54.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.21	0.00	-5.80	0.00	0.00	0.00	0.00	54.42

Segment Leq : 54.42 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 38.64 + 0.00) = 38.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.99	0.00	-21.08	-1.27	0.00	0.00	0.00	38.64

Segment Leq : 38.64 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.10	-1.31	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.48	-1.31	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Total Leq All Segments: 65.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.97
(NIGHT): 65.40

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.07 + 0.00) = 38.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-25.03	-1.46	0.00	0.00	0.00	38.07

Segment Leq : 38.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-25.22	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-22.50	-1.46	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.68	0.00	-23.48	-1.44	0.00	0.00	0.00	44.77

Segment Leq : 44.77 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.57	0.00	-24.16	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-5.46	-1.46	0.00	0.00	0.00	52.07

Segment Leq : 52.07 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 30.70 + 0.00) = 30.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-23.92	-1.34	0.00	0.00	0.00	30.70

Segment Leq : 30.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.31 + 0.00) = 34.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-24.10	-1.34	0.00	0.00	0.00	34.31

Segment Leq : 34.31 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-20.72	-1.31	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-21.19	-1.31	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.75	0.00	-22.09	-1.29	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 33.33 + 0.00) = 33.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.66	0.00	-23.00	-1.33	0.00	0.00	0.00	33.33

Segment Leq : 33.33 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.46 + 0.00) = 46.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-2.34	-1.35	0.00	0.00	0.00	46.46

Segment Leq : 46.46 dBA

Total Leq All Segments: 51.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 51.96

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 945/385 veh/TimePeriod *
Medium truck volume : 30/12 veh/TimePeriod *
Heavy truck volume : 222/90 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1685
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.51
Heavy Truck % of Total Volume : 18.55
Day (16 hrs) % of Total Volume : 71.06

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.66 + 0.00) = 40.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-25.24	-1.46	0.00	0.00	0.00	40.66

Segment Leq : 40.66 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.08 m

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.90	0.00	-15.98	-1.43	0.00	0.00	0.00	44.50

Segment Leq : 44.50 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.83	-1.46	0.00	0.00	0.00	52.57

Segment Leq : 52.57 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.24	-1.46	0.00	0.00	0.00	50.78

Segment Leq : 50.78 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.68	0.00	-23.31	-1.44	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-5.46	-1.46	0.00	0.00	0.00	52.07

Segment Leq : 52.07 dBA

Total Leq All Segments: 57.26 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.20 + 0.00) = 34.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-24.21	-1.34	0.00	0.00	0.00	34.20

Segment Leq : 34.20 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.07 m

ROAD (0.00 + 44.47 + 0.00) = 44.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.99	0.00	-15.24	-1.27	0.00	0.00	0.00	44.47

Segment Leq : 44.47 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.14 + 0.00) = 46.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-21.68	-1.31	0.00	0.00	0.00	46.14

Segment Leq : 46.14 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.92 + 0.00) = 44.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.11	-1.31	0.00	0.00	0.00	44.92

Segment Leq : 44.92 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 43.01 + 0.00) = 43.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.75	0.00	-21.45	-1.29	0.00	0.00	0.00	43.01

Segment Leq : 43.01 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.91 + 0.00) = 42.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-5.89	-1.35	0.00	0.00	0.00	42.91

Segment Leq : 42.91 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.26
(NIGHT): 51.53

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-21.74	-1.46	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-22.11	-1.46	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-24.49	-1.46	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.02 + 0.00) = 51.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-6.51	-1.46	0.00	0.00	0.00	51.02

Segment Leq : 51.02 dBA

Total Leq All Segments: 55.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-20.76	-1.34	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-21.11	-1.34	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.88	-1.31	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.75 + 0.00) = 43.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-23.29	-1.31	0.00	0.00	0.00	43.75

Segment Leq : 43.75 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-0.87	-1.35	0.00	0.00	0.00	47.93

Segment Leq : 47.93 dBA

Total Leq All Segments: 50.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.89
(NIGHT): 50.96

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-21.74	-1.46	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-22.11	-1.46	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-24.49	-1.46	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.02 + 0.00) = 51.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-6.51	-1.46	0.00	0.00	0.00	51.02

Segment Leq : 51.02 dBA

Total Leq All Segments: 55.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-20.76	-1.34	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-21.11	-1.34	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.88	-1.31	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.75 + 0.00) = 43.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-23.29	-1.31	0.00	0.00	0.00	43.75

Segment Leq : 43.75 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-0.87	-1.35	0.00	0.00	0.00	47.93

Segment Leq : 47.93 dBA

Total Leq All Segments: 50.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.89
(NIGHT): 50.96

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-17.85	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-18.66	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 56.24 + 0.00) = 56.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.68	0.00	-10.43	-3.01	0.00	0.00	0.00	56.24

Segment Leq : 56.24 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-11.16	0.00	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-4.37	0.00	0.00	0.00	0.00	54.62

Segment Leq : 54.62 dBA

Total Leq All Segments: 60.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.22	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-17.97	-1.34	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	65.75	0.00	-10.43	-3.01	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-11.22	0.00	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.87 + 0.00) = 49.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.28	0.00	0.00	0.00	0.00	49.87

Segment Leq : 49.87 dBA

Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.07
(NIGHT): 55.15

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 35954/2886 veh/TimePeriod *
Medium truck volume : 343/28 veh/TimePeriod *
Heavy truck volume : 171/14 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 39395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.57
  
```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-17.85	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-18.66	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.68	0.00	-6.22	0.00	0.00	0.00	0.00	63.47

Segment Leq : 63.47 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-8.95	0.00	0.00	0.00	0.00	55.62

Segment Leq : 55.62 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.83 m

ROAD (0.00 + 62.83 + 0.00) = 62.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.19	0.00	-4.37	0.00	0.00	0.00	0.00	62.83

Segment Leq : 62.83 dBA

Total Leq All Segments: 66.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.22	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-17.97	-1.34	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 60.90 + 0.00) = 60.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-4.85	0.00	0.00	0.00	0.00	60.90

Segment Leq : 60.90 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-8.36	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.83 m

ROAD (0.00 + 59.00 + 0.00) = 59.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.28	0.00	-0.28	0.00	0.00	0.00	0.00	59.00

Segment Leq : 59.00 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.62
(NIGHT): 63.28

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5507/404 veh/TimePeriod *
Medium truck volume : 56/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6001
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.00
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.17
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 64.56 0.00 -13.96 -1.34 0.00 0.00 -5.01 44.25
-----
  
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.36	0.00	-15.19	-1.34	0.00	0.00	-5.01	45.83

Segment Leq : 45.83 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	1.50	!	2.35	!	2.35

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	69.68	0.00	-8.41	-0.15	0.00	0.00	-17.42	43.71

Segment Leq : 43.71 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	64.57	0.00	-11.27	-0.22	0.00	0.00	-17.78	35.30

Segment Leq : 35.30 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-3.01	0.00	0.00	0.00	-5.08	51.04

Segment Leq : 51.04 dBA

Total Leq All Segments: 53.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	4.22	4.22

ROAD (0.00 + 40.47 + 0.00) = 40.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.96	0.00	-13.34	-1.17	0.00	0.00	-0.20	41.25*
-90	90	0.59	55.96	0.00	-14.16	-1.34	0.00	0.00	0.00	40.47

* Bright Zone !

Segment Leq : 40.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	4.26	4.26

ROAD (0.00 + 43.06 + 0.00) = 43.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.75	0.00	-14.47	-1.17	0.00	0.00	-0.19	43.91*
-90	90	0.59	59.75	0.00	-15.35	-1.34	0.00	0.00	0.00	43.06

* Bright Zone !

Segment Leq : 43.06 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	4.50 !	2.50 !	2.50

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-8.13	0.00	0.00	0.00	-17.30	40.32

Segment Leq : 40.32 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	4.50 !	1.40 !	1.40

ROAD (0.00 + 29.38 + 0.00) = 29.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-10.56	0.00	0.00	0.00	-17.73	29.38

Segment Leq : 29.38 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.76	0.00	-0.79	0.00	0.00	0.00	99.00	148.97
-90	90	0.00	50.76	0.00	-0.79	0.00	0.00	0.00	0.00	49.97

* Bright Zone !

Segment Leq : 49.97 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.40
(NIGHT): 51.53

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13196/957 veh/TimePeriod *
Medium truck volume : 104/8 veh/TimePeriod *
Heavy truck volume : 52/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11225/1147 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12557
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```
-----
Car traffic volume : 5507/404 veh/TimePeriod *
Medium truck volume : 56/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6001
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.00
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.17
```

Data for Segment # 3: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.79 ! 1.50 ! -0.56 ! 1.44
```

ROAD (0.00 + 46.14 + 0.00) = 46.14 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -8.17 0.00 0.00 0.00 -10.31 46.14
-----
```

Segment Leq : 46.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 44.98 + 0.00) = 44.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-8.98	0.00	0.00	0.00	-10.23	44.98

Segment Leq : 44.98 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-6.09	0.00	0.00	0.00	-10.57	42.47

Segment Leq : 42.47 dBA

Total Leq All Segments: 49.55 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	2.27	4.27

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.30	0.00	-8.04	0.00	0.00	0.00	-4.38	43.88*
-90	90	0.00	56.30	0.00	-8.04	0.00	0.00	0.00	0.00	48.27

* Bright Zone !

Segment Leq : 48.27 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.85	4.50	2.31	4.31

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-8.86	0.00	0.00	0.00	-4.25	44.19*
-90	90	0.00	57.31	0.00	-8.86	0.00	0.00	0.00	0.00	48.45

* Bright Zone !

Segment Leq : 48.45 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.76	0.00	-6.30	0.00	0.00	0.00	-5.00	39.46

Segment Leq : 39.46 dBA

Total Leq All Segments: 51.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.55
(NIGHT): 51.64

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-17.52	-1.46	0.00	0.00	0.00	45.92

Segment Leq : 45.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-18.40	-1.46	0.00	0.00	0.00	44.49

Segment Leq : 44.49 dBA

Total Leq All Segments: 48.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.62	0.00	-17.93	-1.46	0.00	0.00	0.00	37.22

Segment Leq : 37.22 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 37.16 + 0.00) = 37.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.35	0.00	-18.73	-1.46	0.00	0.00	0.00	37.16

Segment Leq : 37.16 dBA

Total Leq All Segments: 40.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.27
(NIGHT): 40.20

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21714/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70
    
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-14.20	-1.46	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-15.54	-1.46	0.00	0.00	0.00	47.35

Segment Leq : 47.35 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.43	0.00	-3.15	0.00	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Total Leq All Segments: 60.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.17 + 0.00) = 40.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.11	-1.34	0.00	0.00	0.00	40.17

Segment Leq : 40.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.16 + 0.00) = 42.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.85	-1.34	0.00	0.00	0.00	42.16

Segment Leq : 42.16 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.71	0.00	-4.96	0.00	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Total Leq All Segments: 50.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.81
(NIGHT): 50.84

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11194/964 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21714/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70

```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-13.27	-1.46	0.00	0.00	0.00	49.55

Segment Leq : 49.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-14.78	-1.46	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.43	0.00	-2.76	-1.46	0.00	0.00	0.00	59.21

Segment Leq : 59.21 dBA

Total Leq All Segments: 59.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.92	0.00	-13.89	-1.35	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 39.70 + 0.00) = 39.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-15.07	-1.34	0.00	0.00	0.00	39.70

Segment Leq : 39.70 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.71	0.00	-6.27	-1.35	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Total Leq All Segments: 48.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.91
(NIGHT): 48.59

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11194/964   veh/TimePeriod *
Medium truck volume :    76/7    veh/TimePeriod *
Heavy truck volume  :    37/3    veh/TimePeriod *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.67
Heavy Truck % of Total Volume    : 0.33
Day (16 hrs) % of Total Volume   : 92.07

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.73 + 0.00) = 42.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-20.09	-1.46	0.00	0.00	0.00	42.73

Segment Leq : 42.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-20.66	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Total Leq All Segments: 45.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 35.36 + 0.00) = 35.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.92	0.00	-19.22	-1.35	0.00	0.00	0.00	35.36

Segment Leq : 35.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.02 + 0.00) = 35.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-19.74	-1.34	0.00	0.00	0.00	35.02

Segment Leq : 35.02 dBA

Total Leq All Segments: 38.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 45.23
(NIGHT): 38.20

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12989/1029 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.66

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6011/443 veh/TimePeriod *
Medium truck volume : 47/3 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5001/1104 veh/TimePeriod *
Medium truck volume : 45/10 veh/TimePeriod *
Heavy truck volume : 141/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.72
Day (16 hrs) % of Total Volume : 81.92

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 4002/690 veh/TimePeriod *
Medium truck volume : 21/4 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 85.30

```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 44.92 + 0.00) = 44.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.06	0.00	-17.69	-1.46	0.00	0.00	0.00	44.92

Segment Leq : 44.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.22	0.00	-18.51	-1.46	0.00	0.00	0.00	41.25

Segment Leq : 41.25 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.28 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.26	0.00	-15.81	-1.46	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.08	0.00	-19.08	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Total Leq All Segments: 49.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.02	0.00	-16.88	-1.35	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.94	0.00	-17.63	-1.34	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.28 m

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.70	0.00	-14.92	-1.31	0.00	0.00	0.00	43.47

Segment Leq : 43.47 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.73 m

ROAD (0.00 + 35.00 + 0.00) = 35.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.55	0.00	-18.21	-1.34	0.00	0.00	0.00	35.00

Segment Leq : 35.00 dBA

Total Leq All Segments: 45.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.60
(NIGHT): 45.30

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6796/641 veh/TimePeriod *
Medium truck volume : 63/6 veh/TimePeriod *
Heavy truck volume : 180/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.56
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13105/1544 veh/TimePeriod *
Medium truck volume : 77/9 veh/TimePeriod *
Heavy truck volume : 38/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.46

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3822/577 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 86.88

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5307/1049 veh/TimePeriod *
Medium truck volume : 32/6 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 83.49

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 19142/1370 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20624
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.32
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.26 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-18.47	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-19.41	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 38.33 + 0.00) = 38.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-18.90	-1.46	0.00	0.00	0.00	38.33

Segment Leq : 38.33 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.74 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-19.70	-1.46	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.65 m

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.55	0.00	-5.68	-1.46	0.00	0.00	0.00	56.41

Segment Leq : 56.41 dBA

Total Leq All Segments: 57.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.26 m

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.21	0.00	-17.76	-1.31	0.00	0.00	0.00	38.14

Segment Leq : 38.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.11	0.00	-18.80	-1.34	0.00	0.00	0.00	37.96

Segment Leq : 37.96 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 32.78 + 0.00) = 32.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-19.31	-1.35	0.00	0.00	0.00	32.78

Segment Leq : 32.78 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-19.11	-1.34	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.62 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.03	0.00	-2.33	-1.35	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.02
(NIGHT): 51.90

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3822/577 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 86.88

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5307/1049 veh/TimePeriod *
Medium truck volume : 32/6 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 83.49

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 19142/1370 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20624
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.32
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.87	0.00	-5.84	0.00	0.00	0.00	0.00	58.03

Segment Leq : 58.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 54.44 + 0.00) = 54.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-7.24	0.00	0.00	0.00	0.00	54.44

Segment Leq : 54.44 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-1.76	0.00	0.00	0.00	0.00	56.93

Segment Leq : 56.93 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.74 m

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-8.35	0.00	0.00	0.00	0.00	52.08

Segment Leq : 52.08 dBA

Results segment # 5: Cousineau (day)

Source height = 0.65 m

ROAD (0.00 + 59.19 + 0.00) = 59.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.55	0.00	-4.37	0.00	0.00	0.00	0.00	59.19

Segment Leq : 59.19 dBA

Total Leq All Segments: 63.80 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-6.06	0.00	0.00	0.00	0.00	51.19

Segment Leq : 51.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-7.40	0.00	0.00	0.00	0.00	47.03

Segment Leq : 47.03 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-2.30	0.00	0.00	0.00	0.00	51.14

Segment Leq : 51.14 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-8.47	0.00	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 5: Cousineau (night)

Source height = 0.62 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.03	0.00	-3.68	0.00	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Total Leq All Segments: 57.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.80
(NIGHT): 57.08

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-9.17	-1.46	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-11.46	-1.46	0.00	0.00	0.00	48.77

Segment Leq : 48.77 dBA

Total Leq All Segments: 54.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.25	0.00	-9.06	-1.31	0.00	0.00	0.00	46.88

Segment Leq : 46.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.43	0.00	-11.25	-1.34	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Total Leq All Segments: 48.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.57
(NIGHT): 48.06

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 23115/1665 veh/TimePeriod *
Medium truck volume : 338/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25322
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.28
    
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 43.21 + 0.00) = 43.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-19.20	-1.46	0.00	0.00	0.00	43.21

Segment Leq : 43.21 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-19.68	-1.46	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.15 + 0.00) = 57.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.84	0.00	-9.23	-1.46	0.00	0.00	0.00	57.15

Segment Leq : 57.15 dBA

Total Leq All Segments: 57.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.25	0.00	-19.30	-1.46	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.43	0.00	-19.77	-1.46	0.00	0.00	0.00	33.20

Segment Leq : 33.20 dBA

Results segment # 3: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.33 + 0.00) = 48.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.41	0.00	-9.62	-1.46	0.00	0.00	0.00	48.33

Segment Leq : 48.33 dBA

Total Leq All Segments: 48.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.41
(NIGHT): 48.73

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5876/1499 veh/TimePeriod *
Medium truck volume : 493/126 veh/TimePeriod *
Heavy truck volume : 3976/1014 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 38.43
Day (16 hrs) % of Total Volume : 79.68

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 23115/1665 veh/TimePeriod *
Medium truck volume : 338/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25322
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.08	0.00	-12.15	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.42	0.00	-12.44	0.00	0.00	0.00	0.00	52.99

Segment Leq : 52.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.78 + 0.00) = 64.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-8.22	0.00	0.00	0.00	-8.78	64.78

Segment Leq : 64.78 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.10 + 0.00) = 61.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.89	0.00	-8.94	0.00	0.00	0.00	-8.85	61.10

Segment Leq : 61.10 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-9.60	0.00	0.00	0.00	-15.49	38.01

Segment Leq : 38.01 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 58.77 + 0.00) = 58.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.84	0.00	-9.07	0.00	0.00	0.00	0.00	58.77

Segment Leq : 58.77 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 55.73 + 0.00) = 55.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-12.27	0.00	0.00	0.00	0.00	55.73

Segment Leq : 55.73 dBA

Total Leq All Segments: 67.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-11.80	0.00	0.00	0.00	0.00	45.56

Segment Leq : 45.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.87	0.00	-12.11	0.00	0.00	0.00	0.00	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.35	0.00	0.00	0.00	-7.98	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-8.26	0.00	0.00	0.00	-8.22	59.48

Segment Leq : 59.48 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.00	!	1.00

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-8.99	0.00	0.00	0.00	-15.31	33.17

Segment Leq : 33.17 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.41	0.00	-8.99	0.00	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-11.93	0.00	0.00	0.00	0.00	50.76

Segment Leq : 50.76 dBA

Total Leq All Segments: 64.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.65
(NIGHT): 64.84

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14804/3047 veh/TimePeriod *
Medium truck volume : 709/146 veh/TimePeriod *
Heavy truck volume : 4918/1012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24636
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.07
Day (16 hrs) % of Total Volume : 82.93

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13610/2931 veh/TimePeriod *
Medium truck volume : 923/199 veh/TimePeriod *
Heavy truck volume : 7658/1649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26971
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 34.51
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

ROAD (0.00 + 63.75 + 0.00) = 63.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.08	0.00	-14.92	-1.42	0.00	0.00	0.00	63.75

Segment Leq : 63.75 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.43 + 0.00) = 66.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.78	0.00	-13.93	-1.41	0.00	0.00	0.00	66.43

Segment Leq : 66.43 dBA

Total Leq All Segments: 68.30 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.23	0.00	-14.26	-1.26	0.00	0.00	0.00	60.70

Segment Leq : 60.70 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.51 + 0.00) = 63.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.12	0.00	-13.35	-1.25	0.00	0.00	0.00	63.51

Segment Leq : 63.51 dBA

Total Leq All Segments: 65.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.30
(NIGHT): 65.34

**APPENDIX B.6.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6003/591 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6594
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.03
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.74
-----
  
```

Segment Leq : 40.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.41

Segment Leq : 46.41 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.84	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 47.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.07 !	4.07

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-8.75	-1.07	0.00	0.00	-5.33	41.01

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-6.07	-1.07	0.00	0.00	-5.88	46.99

Segment Leq : 46.99 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.79	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.76

Segment Leq : 33.76 dBA

Total Leq All Segments: 48.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.58
(NIGHT): 48.13

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6003/591 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6594
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.03
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.74
-----
  
```

Segment Leq : 40.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.41

Segment Leq : 46.41 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.84	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 47.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.07 !	4.07

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-8.75	-1.07	0.00	0.00	-5.33	41.01

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-6.07	-1.07	0.00	0.00	-5.88	46.99

Segment Leq : 46.99 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.79	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.76

Segment Leq : 33.76 dBA

Total Leq All Segments: 48.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.58
(NIGHT): 48.13

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.57 + 0.00) = 40.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.57
-----
  
```

Segment Leq : 40.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.58	!	1.42

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-7.09	-1.24	0.00	0.00	-13.45	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.87	!	1.50	!	-0.48	!	1.52

ROAD (0.00 + 50.50 + 0.00) = 50.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.59	0.00	-7.08	0.00	0.00	0.00	-13.01	50.50

Segment Leq : 50.50 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	1.50	-0.59	1.41

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	65.24	0.00	-4.71	-1.23	0.00	0.00	-13.67	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 52.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.06	4.06

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.87 !	3.87

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-7.10	-1.07	0.00	0.00	-5.73	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	4.50 !	2.24 !	4.24

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-7.24	0.00	0.00	0.00	-5.09	54.13

Segment Leq : 54.13 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.98 ! 4.50 ! 1.51 ! 3.51

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	58.28	0.00	-5.39	-1.06	0.00	0.00	-6.60	45.24

Segment Leq : 45.24 dBA

Total Leq All Segments: 55.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.98
(NIGHT): 55.36

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.57 + 0.00) = 40.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.57
-----
  
```

Segment Leq : 40.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.58	1.42

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-7.09	-1.24	0.00	0.00	-13.45	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	1.50	-0.52	1.48

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-8.99	0.00	0.00	0.00	-13.04	43.22

Segment Leq : 43.22 dBA

Total Leq All Segments: 48.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.87 !	3.87

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-7.10	-1.07	0.00	0.00	-5.73	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.98 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 49.40 + 0.00) = 49.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-8.88	0.00	0.00	0.00	-5.00	44.40*
-90	90	0.00	58.28	0.00	-8.88	0.00	0.00	0.00	0.00	49.40

* Bright Zone !

Segment Leq : 49.40 dBA

Total Leq All Segments: 51.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.51
(NIGHT): 51.42

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14121/1048 veh/TimePeriod *
Medium truck volume : 110/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 93.09

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11998/1238 veh/TimePeriod *
Medium truck volume : 123/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13439
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 90.65
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 29.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.90 0.00 -6.84 0.00 0.00 0.00 -5.02 53.03
-----
  
```

Segment Leq : 53.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	1.50	1.40	1.40

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.50	0.00	-5.36	0.00	0.00	0.00	-5.04	54.11

Segment Leq : 54.11 dBA

Total Leq All Segments: 56.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	3.40	3.40

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.61	0.00	-7.85	0.00	0.00	0.00	-1.05	47.70*
-90	90	0.00	56.61	0.00	-7.85	0.00	0.00	0.00	0.00	48.75

* Bright Zone !

Segment Leq : 48.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.62	0.00	-6.75	0.00	0.00	0.00	-2.12	48.75*
-90	90	0.00	57.62	0.00	-6.75	0.00	0.00	0.00	0.00	50.87

* Bright Zone !

Segment Leq : 50.87 dBA

Total Leq All Segments: 52.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.61
(NIGHT): 52.95

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17617/1320 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18937
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-15.54	-1.46	0.00	0.00	0.00	47.32

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-14.27	-1.46	0.00	0.00	0.00	47.87

Segment Leq : 47.87 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-2.39	0.00	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.55	0.00	-15.19	-1.34	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-13.98	-1.34	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.28	0.00	-2.86	0.00	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Total Leq All Segments: 52.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.06

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17617/1320 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18937
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.50	0.00	-7.61	0.00	0.00	0.00	0.00	55.89

Segment Leq : 55.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-6.33	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.72 + 0.00) = 58.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-3.80	0.00	0.00	0.00	0.00	58.72

Segment Leq : 58.72 dBA

Total Leq All Segments: 62.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-8.39	0.00	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.80	0.00	-7.40	0.00	0.00	0.00	0.00	48.40

Segment Leq : 48.40 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.28	0.00	-1.86	0.00	0.00	0.00	0.00	52.42

Segment Leq : 52.42 dBA

Total Leq All Segments: 54.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.05
(NIGHT): 54.57

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12570/958 veh/TimePeriod *
Medium truck volume : 47/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6252/533 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6839
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.86	0.00	-7.35	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.03	0.00	-6.13	0.00	0.00	0.00	0.00	54.90

Segment Leq : 54.90 dBA

Total Leq All Segments: 58.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-7.51	0.00	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-6.33	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Total Leq All Segments: 50.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.79
(NIGHT): 50.63

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6822/614 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 152/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7669
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 2.16
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12614/1505 veh/TimePeriod *
Medium truck volume : 74/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14243
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12616/1051 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13667
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.31

```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-18.90	-1.46	0.00	0.00	0.00	43.71

Segment Leq : 43.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-18.13	-1.46	0.00	0.00	0.00	44.58

Segment Leq : 44.58 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.28 + 0.00) = 42.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.07	0.00	-17.33	-1.46	0.00	0.00	0.00	42.28

Segment Leq : 42.28 dBA

Total Leq All Segments: 48.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.70	0.00	-18.07	-1.32	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.04 + 0.00) = 39.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.90	0.00	-17.52	-1.34	0.00	0.00	0.00	39.04

Segment Leq : 39.04 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.40 + 0.00) = 35.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-16.53	-1.35	0.00	0.00	0.00	35.40

Segment Leq : 35.40 dBA

Total Leq All Segments: 42.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.40
(NIGHT): 42.27

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 12616/1051 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13667
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.31

```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.82	0.00	-9.90	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-9.23	0.00	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.07 + 0.00) = 61.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.07	0.00	0.00	0.00	0.00	0.00	0.00	61.07

Segment Leq : 61.07 dBA

Total Leq All Segments: 62.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 47.01 + 0.00) = 47.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-9.99	0.00	0.00	0.00	0.00	47.01

Segment Leq : 47.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-9.33	0.00	0.00	0.00	0.00	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.29	0.00	-0.79	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 54.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 54.11

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-23.16	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-22.72	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Total Leq All Segments: 41.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 33.67 + 0.00) = 33.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.00	0.00	-22.02	-1.31	0.00	0.00	0.00	33.67

Segment Leq : 33.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 30.91 + 0.00) = 30.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.07	0.00	-21.83	-1.34	0.00	0.00	0.00	30.91

Segment Leq : 30.91 dBA

Total Leq All Segments: 35.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.30
(NIGHT): 35.52

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```

-----
Car traffic volume : 18354/1305 veh/TimePeriod *
Medium truck volume : 226/16 veh/TimePeriod *
Heavy truck volume : 112/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20022
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.36
  
```

Data for Segment # 3: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 1.50 ! -1.01 ! 1.49
  
```

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.28 0.00 -8.63 0.00 0.00 0.00 -10.05 45.60
-----
  
```

Segment Leq : 45.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-1.22 !	1.28

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-7.02	0.00	0.00	0.00	-10.76	44.16

Segment Leq : 44.16 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.58	0.00	-10.62	0.00	0.00	0.00	-9.90	46.06

Segment Leq : 46.06 dBA

Total Leq All Segments: 50.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	4.50 !	1.27 !	3.77

ROAD (0.00 + 43.06 + 0.00) = 43.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-8.75	0.00	0.00	0.00	-5.98	43.06

Segment Leq : 43.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	0.71 !	3.21

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-7.24	0.00	0.00	0.00	-7.08	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.11	0.00	-10.41	0.00	0.00	0.00	-5.65	42.05

Segment Leq : 42.05 dBA

Total Leq All Segments: 46.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.12
(NIGHT): 46.73

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14288/3260 veh/TimePeriod *
Medium truck volume : 825/188 veh/TimePeriod *
Heavy truck volume : 5983/1365 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25909
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.91
Heavy Truck % of Total Volume : 28.36
Day (16 hrs) % of Total Volume : 81.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18354/1305 veh/TimePeriod *
Medium truck volume : 226/16 veh/TimePeriod *
Heavy truck volume : 112/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20022
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.43 0.00 -6.23 0.00 0.00 0.00 -8.01 51.19
-----
  
```

Segment Leq : 51.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.74	0.00	-4.77	0.00	0.00	0.00	-8.37	52.61

Segment Leq : 52.61 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-10.63	0.00	0.00	0.00	-8.97	63.06

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.31 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 61.48 + 0.00) = 61.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.83	0.00	-10.13	0.00	0.00	0.00	-9.22	61.48

Segment Leq : 61.48 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.58	0.00	-9.41	0.00	0.00	0.00	-7.61	49.56

Segment Leq : 49.56 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 56.21 + 0.00) = 56.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-4.94	0.00	0.00	0.00	-7.82	56.21

Segment Leq : 56.21 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.84 + 0.00) = 37.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-9.99	0.00	0.00	0.00	-15.49	37.84

Segment Leq : 37.84 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-6.43	0.00	0.00	0.00	-4.51	46.80*
-90	90	0.00	57.74	0.00	-6.43	0.00	0.00	0.00	0.00	51.30

* Bright Zone !

Segment Leq : 51.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-5.14	0.00	0.00	0.00	-4.69	47.43*
-90	90	0.00	57.26	0.00	-5.14	0.00	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.71 + 0.00) = 59.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-10.71	0.00	0.00	0.00	-8.66	59.71

Segment Leq : 59.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.31	!	4.50	!	2.52	!	2.52

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.42	0.00	-10.24	0.00	0.00	0.00	-8.88	58.30

Segment Leq : 58.30 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.11	0.00	-9.51	0.00	0.00	0.00	-2.75	45.86*
-90	90	0.00	58.11	0.00	-9.51	0.00	0.00	0.00	0.00	48.60

* Bright Zone !

Segment Leq : 48.60 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-5.21	0.00	0.00	0.00	-4.06	54.42*
-90	90	0.00	63.69	0.00	-5.21	0.00	0.00	0.00	0.00	58.48

* Bright Zone !

Segment Leq : 58.48 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.30 + 0.00) = 32.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-10.08	0.00	0.00	0.00	-15.35	32.30

Segment Leq : 32.30 dBA

Total Leq All Segments: 64.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.29
(NIGHT): 64.29

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6828/1901 veh/TimePeriod *
Medium truck volume : 634/176 veh/TimePeriod *
Heavy truck volume : 5162/1437 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 40.89
Day (16 hrs) % of Total Volume : 78.22

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8405/1990 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10598
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.86

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8915/1984 veh/TimePeriod *
Medium truck volume : 170/38 veh/TimePeriod *
Heavy truck volume : 600/133 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11840
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.19
Day (16 hrs) % of Total Volume : 81.80
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.61 + 0.00) = 50.61 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.43 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.61
-----
  
```

Segment Leq : 50.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.74	0.00	-4.28	-1.17	0.00	0.00	-9.34	50.96

Segment Leq : 50.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-11.24	0.00	0.00	0.00	-7.95	63.47

Segment Leq : 63.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.19 + 0.00) = 61.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.00	0.00	-10.85	0.00	0.00	0.00	-7.95	61.19

Segment Leq : 61.19 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.29	0.00	-11.37	0.00	0.00	0.00	-8.13	43.78

Segment Leq : 43.78 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	1.50	!	1.51	!	1.51

ROAD (0.00 + 51.56 + 0.00) = 51.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.30	0.00	0.00	0.00	-8.10	51.56

Segment Leq : 51.56 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-6.35	0.00	0.00	0.00	-8.52	48.45

Segment Leq : 48.45 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.58	1.50	1.50	1.50

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.37	0.00	-12.65	0.00	0.00	0.00	-8.02	47.70

Segment Leq : 47.70 dBA

Total Leq All Segments: 66.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.24 + 0.00) = 51.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-6.50	0.00	0.00	0.00	-3.70	47.53*
-90	90	0.00	57.74	0.00	-6.50	0.00	0.00	0.00	0.00	51.24

* Bright Zone !

Segment Leq : 51.24 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.26	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.65

Segment Leq : 46.65 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 67.78 + 0.00) = 67.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-11.30	0.00	0.00	0.00	-1.55	66.22*
-90	90	0.00	79.08	0.00	-11.30	0.00	0.00	0.00	0.00	67.78

* Bright Zone !

Segment Leq : 67.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.45	0.00	-10.92	0.00	0.00	0.00	-1.59	64.94*
-90	90	0.00	77.45	0.00	-10.92	0.00	0.00	0.00	0.00	66.53

* Bright Zone !

Segment Leq : 66.53 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.04	0.00	-11.44	0.00	0.00	0.00	-2.11	46.49*
-90	90	0.00	60.04	0.00	-11.44	0.00	0.00	0.00	0.00	48.60

* Bright Zone !

Segment Leq : 48.60 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.21	4.21

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-9.41	0.00	0.00	0.00	-2.37	51.92*
-90	90	0.00	63.69	0.00	-9.41	0.00	0.00	0.00	0.00	54.29

* Bright Zone !

Segment Leq : 54.29 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.18 + 0.00) = 51.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-6.55	0.00	0.00	0.00	-3.95	47.23*
-90	90	0.00	57.73	0.00	-6.55	0.00	0.00	0.00	0.00	51.18

* Bright Zone !

Segment Leq : 51.18 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 52.15 + 0.00) = 52.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.84	0.00	-12.69	0.00	0.00	0.00	-1.60	50.55*
-90	90	0.00	64.84	0.00	-12.69	0.00	0.00	0.00	0.00	52.15

* Bright Zone !

Segment Leq : 52.15 dBA

Total Leq All Segments: 70.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.10
(NIGHT): 70.54

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14891/3222 veh/TimePeriod *
Medium truck volume : 1120/242 veh/TimePeriod *
Heavy truck volume : 9444/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30963
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 37.10
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 16064/3441 veh/TimePeriod *
Medium truck volume : 832/178 veh/TimePeriod *
Heavy truck volume : 5838/1250 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 27604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 82.36
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
```

ROAD (0.00 + 64.34 + 0.00) = 64.34 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 82.65 0.00 -10.22 -1.08 0.00 0.00 -7.01 64.34
-----
```

Segment Leq : 64.34 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	1.50	!	1.69	!	1.69

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.79	0.00	-8.76	-1.09	0.00	0.00	-7.09	63.85

Segment Leq : 63.85 dBA

Total Leq All Segments: 67.11 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.02	!	4.02

ROAD (0.00 + 66.63 + 0.00) = 66.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.02	0.00	-9.81	-0.90	0.00	0.00	-3.65	64.65*
-90	90	0.54	79.02	0.00	-11.13	-1.25	0.00	0.00	0.00	66.63

* Bright Zone !

Segment Leq : 66.63 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.25 ! 4.50 ! 4.04 ! 4.04

ROAD (0.00 + 66.20 + 0.00) = 66.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.10	0.00	-8.50	-0.91	0.00	0.00	-2.99	64.70*
-90	90	0.55	77.10	0.00	-9.64	-1.26	0.00	0.00	0.00	66.20

* Bright Zone !

Segment Leq : 66.20 dBA

Total Leq All Segments: 69.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.11
(NIGHT): 69.43

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4827/1020 veh/TimePeriod *
Medium truck volume : 641/135 veh/TimePeriod *
Heavy truck volume : 5957/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.61
Heavy Truck % of Total Volume : 52.14
Day (16 hrs) % of Total Volume : 82.55

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2536/745 veh/TimePeriod *
Medium truck volume : 310/91 veh/TimePeriod *
Heavy truck volume : 2824/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7336
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.47
Heavy Truck % of Total Volume : 49.81
Day (16 hrs) % of Total Volume : 77.29

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-3.15	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.89 + 0.00) = 61.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.51	0.00	-17.65	-0.97	0.00	0.00	0.00	61.89

Segment Leq : 61.89 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.29 + 0.00) = 58.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.29	0.00	-18.03	-0.97	0.00	0.00	0.00	58.29

Segment Leq : 58.29 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.27 + 0.00) = 49.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.27

Segment Leq : 49.27 dBA

Total Leq All Segments: 64.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.54	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-16.57	-0.78	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.98	0.00	-16.92	-0.78	0.00	0.00	0.00	57.28

Segment Leq : 57.28 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.50	-1.31	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Total Leq All Segments: 61.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.47
(NIGHT): 61.89

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4827/1020 veh/TimePeriod *
Medium truck volume : 641/135 veh/TimePeriod *
Heavy truck volume : 5957/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.61
Heavy Truck % of Total Volume : 52.14
Day (16 hrs) % of Total Volume : 82.55

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2536/745 veh/TimePeriod *
Medium truck volume : 310/91 veh/TimePeriod *
Heavy truck volume : 2824/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7336
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.47
Heavy Truck % of Total Volume : 49.81
Day (16 hrs) % of Total Volume : 77.29

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1248/350 veh/TimePeriod *
Medium truck volume : 72/20 veh/TimePeriod *
Heavy truck volume : 383/108 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2180
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 22.49
Day (16 hrs) % of Total Volume : 78.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10671/2011 veh/TimePeriod *
Medium truck volume : 196/37 veh/TimePeriod *
Heavy truck volume : 707/133 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.11
Day (16 hrs) % of Total Volume : 84.14

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 15975/1395 veh/TimePeriod *
Medium truck volume : 448/39 veh/TimePeriod *
Heavy truck volume : 225/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18101
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 91.97

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 873/337 veh/TimePeriod *
Medium truck volume : 26/10 veh/TimePeriod *
Heavy truck volume : 177/68 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.40
Heavy Truck % of Total Volume : 16.48
Day (16 hrs) % of Total Volume : 72.16

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-3.15	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.51	0.00	-16.74	-0.97	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.29	0.00	-17.15	-0.97	0.00	0.00	0.00	59.17

Segment Leq : 59.17 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.18 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	65.50	0.00	-22.22	-1.42	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.09	0.00	-16.86	-1.19	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 61.92 + 0.00) = 61.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.48	0.00	-5.56	0.00	0.00	0.00	0.00	61.92

Segment Leq : 61.92 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.01 m

ROAD (0.00 + 37.27 + 0.00) = 37.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.97	0.00	-22.27	-1.43	0.00	0.00	0.00	37.27

Segment Leq : 37.27 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.27 + 0.00) = 49.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.27

Segment Leq : 49.27 dBA

Total Leq All Segments: 67.00 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.54	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.27 + 0.00) = 60.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-15.72	-0.78	0.00	0.00	0.00	60.27

Segment Leq : 60.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.09 + 0.00) = 58.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.98	0.00	-16.11	-0.78	0.00	0.00	0.00	58.09

Segment Leq : 58.09 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.18 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.01	0.00	-21.06	-1.27	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.85	0.00	-15.94	-1.02	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-5.80	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.01 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	59.83	0.00	-21.11	-1.27	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.50	-1.31	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Total Leq All Segments: 63.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.00
(NIGHT): 63.39

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-25.03	-1.46	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-25.22	-1.46	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.80 m

ROAD (0.00 + 44.99 + 0.00) = 44.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.90	0.00	-23.47	-1.44	0.00	0.00	0.00	44.99

Segment Leq : 44.99 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-24.16	-1.46	0.00	0.00	0.00	38.31

Segment Leq : 38.31 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-5.46	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Total Leq All Segments: 56.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 29.27 + 0.00) = 29.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-23.92	-1.34	0.00	0.00	0.00	29.27

Segment Leq : 29.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 33.65 + 0.00) = 33.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-24.11	-1.34	0.00	0.00	0.00	33.65

Segment Leq : 33.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.74	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-21.20	-1.31	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.80 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.96	0.00	-22.08	-1.29	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.52	0.00	-23.00	-1.33	0.00	0.00	0.00	32.19

Segment Leq : 32.19 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.15 + 0.00) = 46.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-2.34	-1.35	0.00	0.00	0.00	46.15

Segment Leq : 46.15 dBA

Total Leq All Segments: 51.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.90
(NIGHT): 51.42

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 873/337 veh/TimePeriod *
Medium truck volume : 26/10 veh/TimePeriod *
Heavy truck volume : 177/68 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.40
Heavy Truck % of Total Volume : 16.48
Day (16 hrs) % of Total Volume : 72.16

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.99 + 0.00) = 39.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-25.24	-1.46	0.00	0.00	0.00	39.99

Segment Leq : 39.99 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.01 m

ROAD (0.00 + 43.55 + 0.00) = 43.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.97	0.00	-15.99	-1.43	0.00	0.00	0.00	43.55

Segment Leq : 43.55 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-22.83	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.24	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.80 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.90	0.00	-23.30	-1.44	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-5.46	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Total Leq All Segments: 56.60 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 33.54 + 0.00) = 33.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-24.22	-1.34	0.00	0.00	0.00	33.54

Segment Leq : 33.54 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.01 m

ROAD (0.00 + 43.29 + 0.00) = 43.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	59.83	0.00	-15.26	-1.27	0.00	0.00	0.00	43.29

Segment Leq : 43.29 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.70	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.50 + 0.00) = 43.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.13	-1.31	0.00	0.00	0.00	43.50

Segment Leq : 43.50 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.80 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.96	0.00	-21.45	-1.29	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-5.89	-1.35	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Total Leq All Segments: 50.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.60
(NIGHT): 50.95

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-21.74	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-22.11	-1.46	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.49	-1.46	0.00	0.00	0.00	48.42

Segment Leq : 48.42 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-6.51	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 55.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-20.75	-1.34	0.00	0.00	0.00	32.43

Segment Leq : 32.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-21.12	-1.34	0.00	0.00	0.00	36.65

Segment Leq : 36.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.90	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.33 + 0.00) = 42.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-23.30	-1.31	0.00	0.00	0.00	42.33

Segment Leq : 42.33 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-0.87	-1.35	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Total Leq All Segments: 50.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.19
(NIGHT): 50.29

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-21.74	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-22.11	-1.46	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.49	-1.46	0.00	0.00	0.00	48.42

Segment Leq : 48.42 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-6.51	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 55.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-20.75	-1.34	0.00	0.00	0.00	32.43

Segment Leq : 32.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-21.12	-1.34	0.00	0.00	0.00	36.65

Segment Leq : 36.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.90	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.33 + 0.00) = 42.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-23.30	-1.31	0.00	0.00	0.00	42.33

Segment Leq : 42.33 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-0.87	-1.35	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Total Leq All Segments: 50.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.19
(NIGHT): 50.29

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-17.85	-1.46	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-18.66	-1.46	0.00	0.00	0.00	46.58

Segment Leq : 46.58 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.80 m

ROAD (0.00 + 56.46 + 0.00) = 56.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.90	0.00	-10.43	-3.01	0.00	0.00	0.00	56.46

Segment Leq : 56.46 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.77 + 0.00) = 52.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-11.16	0.00	0.00	0.00	0.00	52.77

Segment Leq : 52.77 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-4.37	0.00	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Total Leq All Segments: 59.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-17.22	-1.34	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-17.98	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.80 m

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	66.96	0.00	-10.43	-3.01	0.00	0.00	0.00	53.52

Segment Leq : 53.52 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-11.22	0.00	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.57 + 0.00) = 49.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.28	0.00	0.00	0.00	0.00	49.57

Segment Leq : 49.57 dBA

Total Leq All Segments: 55.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.90
(NIGHT): 55.60

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 31103/2402 veh/TimePeriod *
Medium truck volume : 293/23 veh/TimePeriod *
Heavy truck volume : 145/11 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33978
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.83

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-17.85	-1.46	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-18.66	-1.46	0.00	0.00	0.00	46.58

Segment Leq : 46.58 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.80 m

ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.90	0.00	-6.22	0.00	0.00	0.00	0.00	63.68

Segment Leq : 63.68 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-8.95	0.00	0.00	0.00	0.00	54.97

Segment Leq : 54.97 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.82 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.54	0.00	-4.37	0.00	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Total Leq All Segments: 66.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-17.22	-1.34	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-17.98	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.80 m

ROAD (0.00 + 62.12 + 0.00) = 62.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-4.85	0.00	0.00	0.00	0.00	62.12

Segment Leq : 62.12 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-8.36	0.00	0.00	0.00	0.00	48.16

Segment Leq : 48.16 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.82 m

ROAD (0.00 + 58.14 + 0.00) = 58.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-0.28	0.00	0.00	0.00	0.00	58.14

Segment Leq : 58.14 dBA

Total Leq All Segments: 63.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.41
(NIGHT): 63.73

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5494/412 veh/TimePeriod *
Medium truck volume : 57/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5997
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 93.03
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 64.76 0.00 -13.96 -1.34 0.00 0.00 -5.01 44.46
-----
  
```

Segment Leq : 44.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.64	0.00	-15.19	-1.34	0.00	0.00	-5.01	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	70.59	0.00	-8.38	-0.14	0.00	0.00	-17.38	44.68

Segment Leq : 44.68 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	65.24	0.00	-11.27	-0.22	0.00	0.00	-17.78	35.97

Segment Leq : 35.97 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-3.01	0.00	0.00	0.00	-5.08	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.61 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.22	4.22

ROAD (0.00 + 40.66 + 0.00) = 40.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.16	0.00	-13.35	-1.17	0.00	0.00	-0.20	41.44*
-90	90	0.59	56.16	0.00	-14.16	-1.34	0.00	0.00	0.00	40.66

* Bright Zone !

Segment Leq : 40.66 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.15	4.15

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.01	0.00	-14.47	-1.17	0.00	0.00	-0.29	44.07*
-90	90	0.59	60.01	0.00	-15.35	-1.34	0.00	0.00	0.00	43.32

* Bright Zone !

Segment Leq : 43.32 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	4.50 !	2.58 !	2.58

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-8.13	0.00	0.00	0.00	-17.26	41.07

Segment Leq : 41.07 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-10.56	0.00	0.00	0.00	-17.72	30.00

Segment Leq : 30.00 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.82	0.00	-0.79	0.00	0.00	0.00	99.00	149.03
-90	90	0.00	50.82	0.00	-0.79	0.00	0.00	0.00	0.00	50.03

* Bright Zone !

Segment Leq : 50.03 dBA

Total Leq All Segments: 51.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.61
(NIGHT): 51.69

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14121/1048 veh/TimePeriod *
Medium truck volume : 110/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 93.09

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11998/1238 veh/TimePeriod *
Medium truck volume : 123/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13439
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```
-----
Car traffic volume : 5494/412 veh/TimePeriod *
Medium truck volume : 57/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5997
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 93.03
```

Data for Segment # 3: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 1.50 ! -0.57 ! 1.43
```

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.90 0.00 -8.17 0.00 0.00 0.00 -10.31 46.41
-----
```

Segment Leq : 46.41 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.50	0.00	-8.98	0.00	0.00	0.00	-10.23	45.29

Segment Leq : 45.29 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-6.09	0.00	0.00	0.00	-10.57	42.47

Segment Leq : 42.47 dBA

Total Leq All Segments: 49.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 48.57 + 0.00) = 48.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.61	0.00	-8.04	0.00	0.00	0.00	-4.39	44.18*
-90	90	0.00	56.61	0.00	-8.04	0.00	0.00	0.00	0.00	48.57

* Bright Zone !

Segment Leq : 48.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	2.31 !	4.31

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.62	0.00	-8.86	0.00	0.00	0.00	-4.26	44.50*
-90	90	0.00	57.62	0.00	-8.86	0.00	0.00	0.00	0.00	48.76

* Bright Zone !

Segment Leq : 48.76 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.52 + 0.00) = 39.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.82	0.00	-6.30	0.00	0.00	0.00	-5.00	39.52

Segment Leq : 39.52 dBA

Total Leq All Segments: 51.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.79
(NIGHT): 51.93

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-17.52	-1.46	0.00	0.00	0.00	45.34

Segment Leq : 45.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 43.74 + 0.00) = 43.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-18.40	-1.46	0.00	0.00	0.00	43.74

Segment Leq : 43.74 dBA

Total Leq All Segments: 47.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 36.16 + 0.00) = 36.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.55	0.00	-17.93	-1.46	0.00	0.00	0.00	36.16

Segment Leq : 36.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 36.72 + 0.00) = 36.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.90	0.00	-18.73	-1.46	0.00	0.00	0.00	36.72

Segment Leq : 36.72 dBA

Total Leq All Segments: 39.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.62
(NIGHT): 39.46

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```
-----
Car traffic volume : 21960/1494 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 23454
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.63
```

Data for Segment # 3: Todd Lane (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-14.20	-1.46	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-15.54	-1.46	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.48	0.00	-3.15	0.00	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Total Leq All Segments: 60.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.55	0.00	-15.09	-1.34	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-13.85	-1.34	0.00	0.00	0.00	41.71

Segment Leq : 41.71 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.85 + 0.00) = 49.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.81	0.00	-4.96	0.00	0.00	0.00	0.00	49.85

Segment Leq : 49.85 dBA

Total Leq All Segments: 50.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.78
(NIGHT): 50.78

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21960/1494 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23454
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.63
  
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.50	0.00	-13.27	-1.46	0.00	0.00	0.00	48.77

Segment Leq : 48.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 46.83 + 0.00) = 46.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-14.78	-1.46	0.00	0.00	0.00	46.83

Segment Leq : 46.83 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.26 + 0.00) = 59.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.48	0.00	-2.76	-1.46	0.00	0.00	0.00	59.26

Segment Leq : 59.26 dBA

Total Leq All Segments: 59.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-13.88	-1.34	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.80	0.00	-15.06	-1.34	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.81	0.00	-6.27	-1.35	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Total Leq All Segments: 48.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.85
(NIGHT): 48.44

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 41.95 + 0.00) = 41.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.50	0.00	-20.09	-1.46	0.00	0.00	0.00	41.95

Segment Leq : 41.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-20.66	-1.46	0.00	0.00	0.00	40.95

Segment Leq : 40.95 dBA

Total Leq All Segments: 44.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-19.20	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 34.72 + 0.00) = 34.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.80	0.00	-19.74	-1.34	0.00	0.00	0.00	34.72

Segment Leq : 34.72 dBA

Total Leq All Segments: 37.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 44.49
(NIGHT): 37.45

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12570/958 veh/TimePeriod *
Medium truck volume : 47/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6252/533 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6839
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5204/1058 veh/TimePeriod *
Medium truck volume : 43/9 veh/TimePeriod *
Heavy truck volume : 117/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6455
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 2.19
Day (16 hrs) % of Total Volume : 83.11

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 3487/500 veh/TimePeriod *
Medium truck volume : 20/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.45

```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.86	0.00	-17.69	-1.46	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.03	0.00	-18.51	-1.46	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.22 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.90	0.00	-15.81	-1.46	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.73 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.57	0.00	-19.08	-1.46	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Total Leq All Segments: 49.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 37.53 + 0.00) = 37.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.75	0.00	-16.88	-1.35	0.00	0.00	0.00	37.53

Segment Leq : 37.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.24	0.00	-17.68	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.22 m

ROAD (0.00 + 42.76 + 0.00) = 42.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.01	0.00	-14.93	-1.32	0.00	0.00	0.00	42.76

Segment Leq : 42.76 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.67 m

ROAD (0.00 + 33.43 + 0.00) = 33.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.00	0.00	-18.23	-1.35	0.00	0.00	0.00	33.43

Segment Leq : 33.43 dBA

Total Leq All Segments: 44.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.31
(NIGHT): 44.68

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6822/614 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 152/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7669
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 2.16
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12614/1505 veh/TimePeriod *
Medium truck volume : 74/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14243
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3355/461 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 87.92

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5162/1057 veh/TimePeriod *
Medium truck volume : 23/5 veh/TimePeriod *
Heavy truck volume : 11/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6260
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 17750/1266 veh/TimePeriod *
Medium truck volume : 25/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.34
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-18.47	-1.46	0.00	0.00	0.00	44.15

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-19.41	-1.46	0.00	0.00	0.00	43.30

Segment Leq : 43.30 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.08	0.00	-18.90	-1.46	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.68 m

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-19.70	-1.46	0.00	0.00	0.00	38.92

Segment Leq : 38.92 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.51 m

ROAD (0.00 + 55.68 + 0.00) = 55.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.82	0.00	-5.68	-1.46	0.00	0.00	0.00	55.68

Segment Leq : 55.68 dBA

Total Leq All Segments: 56.34 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.70	0.00	-17.77	-1.32	0.00	0.00	0.00	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.74 + 0.00) = 37.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.90	0.00	-18.82	-1.34	0.00	0.00	0.00	37.74

Segment Leq : 37.74 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.68 m

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.60	0.00	-19.30	-1.35	0.00	0.00	0.00	31.95

Segment Leq : 31.95 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.66 m

ROAD (0.00 + 35.69 + 0.00) = 35.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.17	0.00	-19.14	-1.35	0.00	0.00	0.00	35.69

Segment Leq : 35.69 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.53 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.40	0.00	-2.34	-1.35	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Total Leq All Segments: 51.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.34
(NIGHT): 51.30

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3355/461 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 87.92

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5162/1057 veh/TimePeriod *
Medium truck volume : 23/5 veh/TimePeriod *
Heavy truck volume : 11/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6260
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 17750/1266 veh/TimePeriod *
Medium truck volume : 25/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.34
    
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.82	0.00	-5.84	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-7.24	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.08	0.00	-1.76	0.00	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.68 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-8.35	0.00	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 5: Cousineau (day)

Source height = 0.51 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-4.37	0.00	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 63.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-6.06	0.00	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.40	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.68 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.60	0.00	-2.30	0.00	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.66 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.17	0.00	-8.47	0.00	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 5: Cousineau (night)

Source height = 0.53 m

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-3.68	0.00	0.00	0.00	0.00	50.72

Segment Leq : 50.72 dBA

Total Leq All Segments: 56.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.35
(NIGHT): 56.57

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-9.17	-1.46	0.00	0.00	0.00	53.19

Segment Leq : 53.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-11.46	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 54.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.00	0.00	-9.07	-1.31	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 41.49 + 0.00) = 41.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.07	0.00	-11.24	-1.34	0.00	0.00	0.00	41.49

Segment Leq : 41.49 dBA

Total Leq All Segments: 47.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.44
(NIGHT): 47.78

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 20272/1453 veh/TimePeriod *
Medium truck volume : 305/22 veh/TimePeriod *
Heavy truck volume : 151/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.47
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 93.31
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 43.16 + 0.00) = 43.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-19.20	-1.46	0.00	0.00	0.00	43.16

Segment Leq : 43.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-19.68	-1.46	0.00	0.00	0.00	40.18

Segment Leq : 40.18 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.31	0.00	-9.23	-1.46	0.00	0.00	0.00	56.62

Segment Leq : 56.62 dBA

Total Leq All Segments: 56.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 36.25 + 0.00) = 36.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.00	0.00	-19.30	-1.46	0.00	0.00	0.00	36.25

Segment Leq : 36.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.84 + 0.00) = 32.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.07	0.00	-19.77	-1.46	0.00	0.00	0.00	32.84

Segment Leq : 32.84 dBA

Results segment # 3: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.89	0.00	-9.62	-1.46	0.00	0.00	0.00	47.81

Segment Leq : 47.81 dBA

Total Leq All Segments: 48.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.90
(NIGHT): 48.23

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4743/1119 veh/TimePeriod *
Medium truck volume : 375/89 veh/TimePeriod *
Heavy truck volume : 3058/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.59
Heavy Truck % of Total Volume : 37.40
Day (16 hrs) % of Total Volume : 80.91

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 20272/1453 veh/TimePeriod *
Medium truck volume : 305/22 veh/TimePeriod *
Heavy truck volume : 151/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.47
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.63	0.00	-12.15	0.00	0.00	0.00	0.00	52.49

Segment Leq : 52.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-12.44	0.00	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-8.22	0.00	0.00	0.00	-8.92	63.37

Segment Leq : 63.37 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 59.97 + 0.00) = 59.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.94	0.00	0.00	0.00	-8.85	59.97

Segment Leq : 59.97 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.93 + 0.00) = 37.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.60	0.00	0.00	0.00	-15.49	37.93

Segment Leq : 37.93 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 58.24 + 0.00) = 58.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.31	0.00	-9.07	0.00	0.00	0.00	0.00	58.24

Segment Leq : 58.24 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.45 m

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.27	0.00	0.00	0.00	0.00	54.53

Segment Leq : 54.53 dBA

Total Leq All Segments: 66.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-11.80	0.00	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-12.11	0.00	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.29 + 0.00) = 61.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.35	0.00	0.00	0.00	-8.11	61.29

Segment Leq : 61.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.50	0.00	-8.26	0.00	0.00	0.00	-8.22	58.02

Segment Leq : 58.02 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.01	1.01

ROAD (0.00 + 33.12 + 0.00) = 33.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-8.99	0.00	0.00	0.00	-15.30	33.12

Segment Leq : 33.12 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.89	0.00	-8.99	0.00	0.00	0.00	0.00	49.90

Segment Leq : 49.90 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.45 m

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-11.93	0.00	0.00	0.00	0.00	49.70

Segment Leq : 49.70 dBA

Total Leq All Segments: 63.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.52
(NIGHT): 63.49

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12087/2470 veh/TimePeriod *
Medium truck volume : 561/115 veh/TimePeriod *
Heavy truck volume : 3905/798 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19936
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 23.59
Day (16 hrs) % of Total Volume : 83.03

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11344/2376 veh/TimePeriod *
Medium truck volume : 707/148 veh/TimePeriod *
Heavy truck volume : 5766/1208 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.97
Heavy Truck % of Total Volume : 32.36
Day (16 hrs) % of Total Volume : 82.68

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.20 m

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.09	0.00	-14.92	-1.42	0.00	0.00	0.00	62.75

Segment Leq : 62.75 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.58	0.00	-13.94	-1.41	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 67.17 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.20 m

ROAD (0.00 + 59.68 + 0.00) = 59.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.21	0.00	-14.26	-1.26	0.00	0.00	0.00	59.68

Segment Leq : 59.68 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.80	0.00	-13.36	-1.25	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Total Leq All Segments: 64.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.17
(NIGHT): 64.12

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.00 / 296.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.00 / 320.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

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Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.15	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	80.08	0.00	-18.37	-1.03	0.00	0.00	0.00	60.69

Segment Leq : 60.69 dBA

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Results segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.31	0.00	-19.00	-1.05	0.00	0.00	0.00	53.26

Segment Leq : 53.26 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

```
-----
-90      90      0.66  74.44   0.00 -23.63  -1.46   0.00   0.00   0.00  49.35
-----
```

Segment Leq : 49.35 dBA

Total Leq All Segments: 62.63 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	76.72	0.00	-17.27	-0.84	0.00	0.00	0.00	58.61

Segment Leq : 58.61 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	69.40	0.00	-17.86	-0.86	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	69.40	0.00	-17.86	-0.86	0.00	0.00	0.00	50.68

```
-----
-90      90      0.57  68.23   0.00 -22.12  -1.31   0.00   0.00   0.00  44.81
-----
```

Segment Leq : 44.81 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90      90      0.58  66.99   0.00 -22.50  -1.31   0.00   0.00   0.00  43.18
-----
```

Segment Leq : 43.18 dBA

Total Leq All Segments: 59.88 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 62.63
(NIGHT): 59.88

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 13:35:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_1a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

```
-----
Car traffic volume : 4623/437    veh/TimePeriod *
Medium truck volume :     0/0     veh/TimePeriod *
Heavy truck volume :     0/0     veh/TimePeriod *
Posted speed limit :     50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth        : 0.00
Number of Years of Growth          : 0.00
Medium Truck % of Total Volume     : 0.00
Heavy Truck % of Total Volume      : 0.00
Day (16 hrs) % of Total Volume     : 91.37
```

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4996/884 veh/TimePeriod *
Medium truck volume : 498/88 veh/TimePeriod *
Heavy truck volume : 4967/879 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 47.48
Day (16 hrs) % of Total Volume : 84.96

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1094/1120 veh/TimePeriod *
Medium truck volume : 214/219 veh/TimePeriod *
Heavy truck volume : 2141/2193 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6982

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 6.21
 Heavy Truck % of Total Volume : 62.08
 Day (16 hrs) % of Total Volume : 49.40

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 255.50 / 258.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 6.00 m
 Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 457/765 veh/TimePeriod
 Medium truck volume : 9/16 veh/TimePeriod
 Heavy truck volume : 93/156 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 339.80 / 342.80 m
 Receiver height : 1.50 / 4.50 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 5.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
 Medium truck volume : 60/11 veh/TimePeriod *
 Heavy truck volume : 217/39 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.69

Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

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Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 876/433 veh/TimePeriod *
Medium truck volume : 47/23 veh/TimePeriod *
Heavy truck volume : 471/233 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 66.94

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

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Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13382/1413 veh/TimePeriod *
Medium truck volume : 532/56 veh/TimePeriod *
Heavy truck volume : 836/88 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 5.67
Day (16 hrs) % of Total Volume : 90.45
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.15	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.20 + 0.00) = 61.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	79.74	0.00	-17.46	-1.09	0.00	0.00	0.00	61.20

Segment Leq : 61.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.00	0.00	-17.89	-1.09	0.00	0.00	0.00	57.03

Segment Leq : 57.03 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.02 m

ROAD (0.00 + 37.97 + 0.00) = 37.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	59.39	0.00	-20.25	-1.16	0.00	0.00	0.00	37.97

Segment Leq : 37.97 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 1.57 m

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	63.95	0.00	-13.50	-0.56	0.00	0.00	0.00	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	64.98	0.00	-16.69	-0.64	0.00	0.00	0.00	47.65

Segment Leq : 47.65 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.28	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-23.63	-1.46	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.54 m

ROAD (0.00 + 64.61 + 0.00) = 64.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.18	0.00	-5.56	0.00	0.00	0.00	0.00	64.61

Segment Leq : 64.61 dBA

Total Leq All Segments: 67.25 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.23	0.00	-16.45	-0.90	0.00	0.00	0.00	57.87

Segment Leq : 57.87 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-16.85	-0.90	0.00	0.00	0.00	61.36

Segment Leq : 61.36 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.02 m

ROAD (0.00 + 44.57 + 0.00) = 44.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	64.65	0.00	-19.09	-0.99	0.00	0.00	0.00	44.57

Segment Leq : 44.57 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 1.57 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	59.52	0.00	-12.57	-0.33	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	64.93	0.00	-15.55	-0.42	0.00	0.00	0.00	48.96

Segment Leq : 48.96 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.74	0.00	-22.12	-1.31	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.16 + 0.00) = 43.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.97	0.00	-22.49	-1.31	0.00	0.00	0.00	43.16

Segment Leq : 43.16 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.54 m

ROAD (0.00 + 57.61 + 0.00) = 57.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.41	0.00	-5.80	0.00	0.00	0.00	0.00	57.61

Segment Leq : 57.61 dBA

Total Leq All Segments: 64.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.25
(NIGHT): 64.53

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:16:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 20099/1800 veh/TimePeriod *
Medium truck volume : 315/28 veh/TimePeriod *
Heavy truck volume : 1147/103 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37
  
```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 44.64 + 0.00) = 44.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.34	0.00	-25.25	-1.46	0.00	0.00	0.00	44.64

Segment Leq : 44.64 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.33 + 0.00) = 60.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	80.08	0.00	-18.44	-1.31	0.00	0.00	0.00	60.33

Segment Leq : 60.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	73.31	0.00	-19.10	-1.33	0.00	0.00	0.00	52.88

Segment Leq : 52.88 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-22.50	-1.46	0.00	0.00	0.00	50.49

Segment Leq : 50.49 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-5.46	-1.46	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 62.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.88	0.00	-23.84	-1.30	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.72	0.00	-17.47	-1.14	0.00	0.00	0.00	58.11

Segment Leq : 58.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	69.40	0.00	-18.10	-1.16	0.00	0.00	0.00	50.14

Segment Leq : 50.14 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.99	0.00	-21.20	-1.31	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-2.34	-1.35	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Total Leq All Segments: 59.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 59.37

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 17:32:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	: 25035/2242	veh/TimePeriod	*
Medium truck volume	: 392/35	veh/TimePeriod	*
Heavy truck volume	: 1429/128	veh/TimePeriod	*
Posted speed limit	: 60	km/h	
Road gradient	: 0	%	
Road pavement	: 1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	29261
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 0.00

Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4453/788 veh/TimePeriod *
Medium truck volume : 444/79 veh/TimePeriod *
Heavy truck volume : 4427/784 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 47.48
Day (16 hrs) % of Total Volume : 84.96

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2999/610 veh/TimePeriod *
Medium truck volume : 101/20 veh/TimePeriod *
Heavy truck volume : 641/130 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

```

Data for Segment # 3: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Road data, segment # 4: EC E rp2 401 (day/night)

```

-----
Car traffic volume : 457/765 veh/TimePeriod
Medium truck volume : 9/16 veh/TimePeriod
Heavy truck volume : 93/156 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 4: EC E rp2 401 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m

Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 6

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
Medium truck volume : 60/11 veh/TimePeriod *
Heavy truck volume : 217/39 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
    
```

Segment # 1: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.30	0.00	-22.19	-1.46	0.00	0.00	0.00	48.65

Segment Leq : 48.65 dBA

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Segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.09	3.09

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.24	0.00	-9.38	-0.57	0.00	0.00	-12.90	56.39

Segment Leq : 56.39 dBA

Segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	3.09	3.09

2.03 ! 1.50 ! 2.63 ! 2.63

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	71.50	0.00	-10.49	-0.59	0.00	0.00	-13.53	46.88

Segment Leq : 46.88 dBA

Segment # 4: EC E rp2 401 (day)

Source height = 2.02 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	58.13	0.00	-14.47	-1.43	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

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Segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-22.08	-1.46	0.00	0.00	0.00	51.94

Segment Leq : 51.94 dBA

Segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-22.50	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Segment # 7: 401SB Offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 37.73 + 0.00) = 37.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.95	0.00	-24.77	-1.45	0.00	0.00	0.00	37.73

Segment Leq : 37.73 dBA

Segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.29	0.00	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Total Leq All Segments: 60.28 dBA

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Segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.83	0.00	-21.05	-1.30	0.00	0.00	0.00	42.48

Segment Leq : 42.48 dBA

Segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.73	0.00	-8.85	-0.34	0.00	0.00	-12.34	53.20

Segment Leq : 53.20 dBA

Segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.89	2.89

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	67.57	0.00	-9.86	-0.37	0.00	0.00	-13.10	44.25

Segment Leq : 44.25 dBA

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Segment # 4: EC E rp2 401 (night)

Source height = 2.02 m

ROAD (0.00 + 49.06 + 0.00) = 49.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.39	0.00	-13.06	-1.27	0.00	0.00	0.00	49.06

Segment Leq : 49.06 dBA

Segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.74	0.00	-20.73	-1.31	0.00	0.00	0.00	45.70

Segment Leq : 45.70 dBA

Segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.97	0.00	-21.20	-1.31	0.00	0.00	0.00	44.45

Segment Leq : 44.45 dBA

Segment # 7: 401SB Offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 34.84 + 0.00) = 34.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	59.52	0.00	-23.38	-1.30	0.00	0.00	0.00	34.84

Segment Leq : 34.84 dBA

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Segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-1.46	0.00	0.00	0.00	0.00	48.01

Segment Leq : 48.01 dBA

Total Leq All Segments: 56.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.28
(NIGHT): 56.68

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 17:30:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	: 20099/1800	veh/TimePeriod	*
Medium truck volume	: 315/28	veh/TimePeriod	*
Heavy truck volume	: 1147/103	veh/TimePeriod	*
Posted speed limit	: 60	km/h	

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 13.00 m
Source elevation : 0.00 m

Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.54
 Heavy Truck % of Total Volume : 3.82
 Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 321.00 / 312.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

 Car traffic volume : 20753/1873 veh/TimePeriod *
 Medium truck volume : 325/29 veh/TimePeriod *
 Heavy truck volume : 603/54 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.50
 Heavy Truck % of Total Volume : 2.78
 Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 340.00 / 332.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: Spring Garde (day/night)

 Car traffic volume : 4623/437 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *

Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 6: Spring Garde (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.00 / 21.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

 Source height = 1.52 m

ROAD (0.00 + 44.64 + 0.00) = 44.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.34	0.00	-25.25	-1.46	0.00	0.00	0.00	44.64

 Segment Leq : 44.64 dBA

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Segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.08	0.00	-14.22	-0.57	0.00	0.00	-13.34	51.95

Segment Leq : 51.95 dBA

Segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.30	2.30

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.31	0.00	-14.76	-0.59	0.00	0.00	-13.86	44.09

Segment Leq : 44.09 dBA

Segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

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Segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-22.50	-1.46	0.00	0.00	0.00	50.49

Segment Leq : 50.49 dBA

Segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-5.46	-1.46	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 57.74 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.88	0.00	-23.84	-1.30	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

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Segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	10.98	10.98

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.72	0.00	-13.23	-0.34	0.00	0.00	-0.13	63.01*
-90	90	0.54	76.72	0.00	-18.18	-1.25	0.00	0.00	0.00	57.29

* Bright Zone !

Segment Leq : 57.29 dBA

Segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of

Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
 -----+-----+-----+-----
 2.03 ! 4.50 ! 2.42 ! 2.42

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.13 69.40 0.00 -13.74 -0.37 0.00 0.00 -13.67 41.62

Segment Leq : 41.62 dBA

Segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.57 68.23 0.00 -20.73 -1.31 0.00 0.00 0.00 46.19

Segment Leq : 46.19 dBA

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Segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.58 66.99 0.00 -21.20 -1.31 0.00 0.00 0.00 44.48

Segment Leq : 44.48 dBA

Segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 49.48 0.00 -2.34 -1.35 0.00 0.00 0.00 45.78

Segment Leq : 45.78 dBA

Total Leq All Segments: 58.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.74
(NIGHT): 58.23

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:58:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 20099/1800 veh/TimePeriod *
Medium truck volume : 315/28 veh/TimePeriod *
Heavy truck volume : 1147/103 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.46
 Heavy Truck % of Total Volume : 5.32
 Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 2: S.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 253.00 / 250.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 3: N.Service Rd (day/night)

 Car traffic volume : 22750/2308 veh/TimePeriod *
 Medium truck volume : 269/27 veh/TimePeriod *
 Heavy truck volume : 134/14 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.16
 Heavy Truck % of Total Volume : 0.58
 Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 3: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 321.50 / 324.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 SB (day/night)

 Car traffic volume : 5671/1308 veh/TimePeriod *
 Medium truck volume : 671/155 veh/TimePeriod *
 Heavy truck volume : 5305/1223 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 5

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 6

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.50
 Heavy Truck % of Total Volume : 2.78
 Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 7: EC Row WB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 445.00 / 448.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-6.51	-1.46	0.00	0.00	0.00	48.74

Segment Leq : 48.74 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.34	0.00	-12.27	0.00	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

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Results segment # 3: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.08	0.00	-12.76	-0.57	0.00	0.00	-13.25	53.50

Segment Leq : 53.50 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.38	2.38

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.31	0.00	-13.38	-0.59	0.00	0.00	-13.78	45.55

Segment Leq : 45.55 dBA

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Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-24.44	-1.46	0.00	0.00	0.00	48.55

Segment Leq : 48.55 dBA

Total Leq All Segments: 61.30 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-0.87	-1.35	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.88	0.00	-12.22	0.00	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

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Results segment # 3: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.72	0.00	-11.90	-0.34	0.00	0.00	-12.97	51.51

Segment Leq : 51.51 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.54	2.54

ROAD (0.00 + 43.02 + 0.00) = 43.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.40	0.00	-12.48	-0.37	0.00	0.00	-13.54	43.02

Segment Leq : 43.02 dBA

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Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.99	0.00	-23.25	-1.31	0.00	0.00	0.00	42.42

Segment Leq : 42.42 dBA

Total Leq All Segments: 56.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.30
(NIGHT): 56.13

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:22:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24537/2489 veh/TimePeriod *
Medium truck volume : 290/29 veh/TimePeriod *
Heavy truck volume : 145/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 25035/2242 veh/TimePeriod *
Medium truck volume : 392/35 veh/TimePeriod *
Heavy truck volume : 1429/128 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 3: S.Service Rd (day/night)

```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           1       (Flat/gentle slope; no barrier)
Reference angle     :           0.00

```

Page 4

Road data, segment # 4: Hwy 401 SB (day/night)

```

-----
Car traffic volume   : 4453/788   veh/TimePeriod *
Medium truck volume  : 444/79     veh/TimePeriod *
Heavy truck volume   : 4427/784   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %
Road pavement        : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume       : 4.76
Heavy Truck % of Total Volume        : 47.48
Day (16 hrs) % of Total Volume       : 84.96

```

Data for Segment # 4: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           2       (Flat/gentle slope; with barrier)
Barrier angle1     : -90.00 deg   Angle2 : 90.00 deg
Barrier height      :           7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation    :           0.00 m
Receiver elevation  :           7.00 m
Barrier elevation   :           0.00 m
Reference angle     :           0.00

```

Page 5

Road data, segment # 5: Hwy 401 NB (day/night)

```

-----
Car traffic volume   : 2999/610   veh/TimePeriod *
Medium truck volume  : 101/20     veh/TimePeriod *
Heavy truck volume   : 641/130   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %

```


Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 6

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m

Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 7

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 8

Road data, segment # 8: 401SB offrmp (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
Medium truck volume : 60/11 veh/TimePeriod *
Heavy truck volume : 217/39 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 / 0
Surface         :          1      (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height  :          1.50 / 4.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :          0.00

```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-6.51	-1.46	0.00	0.00	0.00	48.74

Segment Leq : 48.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 44.24 + 0.00) = 44.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.80	0.00	-22.10	-1.46	0.00	0.00	0.00	44.24

Segment Leq : 44.24 dBA

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Results segment # 3: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.30	0.00	-20.36	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.57	3.57

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.24	0.00	-6.55	-0.57	0.00	0.00	-12.32	59.80

Segment Leq : 59.80 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.93	2.93

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	71.50	0.00	-8.34	-0.59	0.00	0.00	-13.21	49.35

Segment Leq : 49.35 dBA

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Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 49.92 + 0.00) = 49.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-24.11	-1.46	0.00	0.00	0.00	49.92

Segment Leq : 49.92 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-24.44	-1.46	0.00	0.00	0.00	48.50

Segment Leq : 48.50 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 41.83 + 0.00) = 41.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.95	0.00	-20.67	-1.45	0.00	0.00	0.00	41.83

Segment Leq : 41.83 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-0.87	-1.35	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.33 + 0.00) = 38.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.88	0.00	-21.21	-1.34	0.00	0.00	0.00	38.33

Segment Leq : 38.33 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 44.35 + 0.00) = 44.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.83	0.00	-19.18	-1.30	0.00	0.00	0.00	44.35

Segment Leq : 44.35 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.73	0.00	-6.34	-0.34	0.00	0.00	-11.29	56.76

Segment Leq : 56.76 dBA

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Results segment # 5: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	3.30	3.30

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	67.57	0.00	-7.93	-0.37	0.00	0.00	-12.54	46.73

Segment Leq : 46.73 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	67.57	0.00	-7.93	-0.37	0.00	0.00	-12.54	46.73

```
-----
-90    90    0.57  67.74    0.00 -22.89  -1.31    0.00    0.00    0.00  43.54
-----
```

Segment Leq : 43.54 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.40 + 0.00) = 42.40 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.58  66.97    0.00 -23.25  -1.31    0.00    0.00    0.00  42.40
-----
```

Segment Leq : 42.40 dBA

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Results segment # 8: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 38.60 + 0.00) = 38.60 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.57  59.52    0.00 -19.63  -1.30    0.00    0.00    0.00  38.60
-----
```

Segment Leq : 38.60 dBA

Total Leq All Segments: 58.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58

(NIGHT): 58.17

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 15:13:21
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
 Description:

Road data, segment # 1: S.Service Rd (day/night)

```
-----
Car traffic volume : 4701/394    veh/TimePeriod  *
Medium truck volume :    77/6        veh/TimePeriod  *
Heavy truck volume :    38/3        veh/TimePeriod  *
Posted speed limit :    60 km/h
```

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface        :          1       (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height :    1.50 / 4.50   m
Topography     :          2       (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg   Angle2 : 90.00 deg
Barrier height  :    8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation :    0.00 m
Receiver elevation :    8.00 m
Barrier elevation :    0.00 m
Reference angle :    0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-5.64	0.00	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 51.78 + 0.00) = 51.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.54	0.00	-13.31	-1.46	0.00	0.00	0.00	51.78

Segment Leq : 51.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	1.50	!	2.96	!	2.96

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.08	0.00	-10.66	-0.42	0.00	0.00	-14.41	54.60

Segment Leq : 54.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.55	2.55

ROAD (0.00 + 46.53 + 0.00) = 46.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	73.31	0.00	-11.43	-0.45	0.00	0.00	-14.89	46.53

Segment Leq : 46.53 dBA

Total Leq All Segments: 59.22 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-4.96	0.00	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.17	0.00	-17.40	-1.34	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.72	0.00	-9.24	-0.18	0.00	0.00	-13.92	53.38

Segment Leq : 53.38 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.85	2.85

ROAD (0.00 + 44.70 + 0.00) = 44.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	69.40	0.00	-10.00	-0.21	0.00	0.00	-14.49	44.70

Segment Leq : 44.70 dBA

Total Leq All Segments: 55.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.22
(NIGHT): 55.13

Filename: s_gh_4a.te
Description:

Time Period: Day/Night 16/8 hours

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4736/397 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5258
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22998/2093 veh/TimePeriod *
Medium truck volume : 156/14 veh/TimePeriod *
Heavy truck volume : 79/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height      :           1.50 / 4.50 m
Topography          :           1       (Flat/gentle slope; no barrier)
Reference angle     :           0.00

```

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Road data, segment # 3: Hwy 401 SB (day/night)

```

-----
Car traffic volume   : 4453/788   veh/TimePeriod *
Medium truck volume  : 444/79     veh/TimePeriod *
Heavy truck volume   : 4427/784   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 4.76
Heavy Truck % of Total Volume       : 47.48
Day (16 hrs) % of Total Volume      : 84.96

```

Data for Segment # 3: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height      :           1.50 / 4.50 m
Topography          :           2       (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg   Angle2 : 90.00 deg
Barrier height       : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation     : 0.00 m
Receiver elevation   : 10.00 m
Barrier elevation    : 0.00 m
Reference angle     : 0.00

```

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Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume   : 2999/610   veh/TimePeriod *
Medium truck volume  : 101/20     veh/TimePeriod *
Heavy truck volume   : 641/130   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %

```

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 86.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 92.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.12	0.00	-5.64	0.00	0.00	0.00	0.00	55.47

Segment Leq : 55.47 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.91	0.00	-13.31	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.24	0.00	-7.73	-0.10	0.00	0.00	-15.94	55.47

Segment Leq : 55.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.96	2.96

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	71.50	0.00	-8.69	-0.13	0.00	0.00	-16.27	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 59.60 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.26	0.00	-4.96	0.00	0.00	0.00	0.00	48.30

Segment Leq : 48.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.49	0.00	-17.41	-1.34	0.00	0.00	0.00	40.74

Segment Leq : 40.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 52.80 + 0.00) = 52.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.73	0.00	-6.56	0.00	0.00	0.00	-15.37	52.80

Segment Leq : 52.80 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	3.48	3.48

ROAD (0.00 + 44.14 + 0.00) = 44.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.57	0.00	-7.58	0.00	0.00	0.00	-15.85	44.14

Segment Leq : 44.14 dBA

Total Leq All Segments: 54.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.60
(NIGHT): 54.71

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 15:51:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 165.00 / 168.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 155.00 / 158.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
 Medium truck volume : 153/31 veh/TimePeriod *
 Heavy truck volume : 973/198 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 2.69
 Heavy Truck % of Total Volume : 17.14
 Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 183.00 / 186.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 173.00 / 176.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3347/281 veh/TimePeriod
Medium truck volume : 28/2 veh/TimePeriod
Heavy truck volume : 14/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Page 6

Road data, segment # 6: 401NB Offrmp (day/night)

```

-----
Car traffic volume : 10265/1613 veh/TimePeriod *
Medium truck volume : 136/21 veh/TimePeriod *
Heavy truck volume : 68/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12114
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

```

Data for Segment # 6: 401NB Offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

```

Barrier height : 3.00 m
 Barrier receiver distance : 193.00 / 196.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: 401SB Onramp (day/night)

 Car traffic volume : 12430/2591 veh/TimePeriod *
 Medium truck volume : 243/51 veh/TimePeriod *
 Heavy truck volume : 1033/215 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.77
 Heavy Truck % of Total Volume : 7.54
 Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB Onramp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 145.00 / 148.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 142.00 / 145.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Results segment # 1: S.Service Rd (day)

 Source height = 0.94 m

Barrier height for grazing incidence

 Source ! Receiver ! Barrier ! Elevation of
 Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)

-----+-----+-----+-----
 0.94 ! 1.50 ! 1.54 ! 1.54

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.10	0.00	-18.68	-1.33	0.00	0.00	-5.00	36.09*
-90	90	0.66	61.10	0.00	-19.56	-1.46	0.00	0.00	0.00	40.09

* Bright Zone !

Segment Leq : 40.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.76 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.54	0.00	-19.10	-1.34	0.00	0.00	-5.00	41.11*
-90	90	0.66	66.54	0.00	-19.93	-1.46	0.00	0.00	0.00	45.16

* Bright Zone !

Segment Leq : 45.16 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.08	0.00	-13.88	-0.84	0.00	0.00	-9.82	55.54

Segment Leq : 55.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.28	2.28

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	73.31	0.00	-14.60	-0.86	0.00	0.00	-10.60	47.24

Segment Leq : 47.24 dBA

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Results segment # 5: Lambton Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	1.50	2.02	2.02

ROAD (0.00 + 56.72 + 0.00) = 56.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	-3.63	53.09*
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	0.00	56.72

* Bright Zone !

Segment Leq : 56.72 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
----------------------	------------------------	-----------------------	---------------------------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	64.17	0.00	-16.72	-1.17	0.00	0.00	-12.12	34.16

Segment Leq : 34.16 dBA

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Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.50	0.00	-14.54	-1.13	0.00	0.00	-9.61	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 59.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.44	4.44

ROAD (0.00 + 33.12 + 0.00) = 33.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	53.24	0.00	-17.71	-1.17	0.00	0.00	-0.17	34.19*
-90	90	0.59	53.24	0.00	-18.79	-1.33	0.00	0.00	0.00	33.12

* Bright Zone !

Segment Leq : 33.12 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.77 ! 4.50 ! 4.44 ! 4.44

ROAD (0.00 + 38.64 + 0.00) = 38.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.17	0.00	-18.10	-1.18	0.00	0.00	-0.17	39.73*
-90	90	0.59	59.17	0.00	-19.20	-1.34	0.00	0.00	0.00	38.64

* Bright Zone !

Segment Leq : 38.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.82 ! 2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.72	0.00	-13.04	-0.64	0.00	0.00	-9.41	53.63

Segment Leq : 53.63 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          2.03 !          4.50 !          2.44 !          2.44
```

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

```
-----  
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----  
   -90    90    0.25  69.40   0.00 -13.71  -0.66   0.00   0.00 -10.25  44.77  
-----
```

Segment Leq : 44.77 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          0.77 !          4.50 !          3.64 !          3.64
```

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

```
-----  
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----  
   -90    90    0.00  48.79   0.00 -0.79   0.00   0.00   0.00 -0.17  47.82*  
   -90    90    0.00  48.79   0.00 -0.79   0.00   0.00   0.00  0.00  48.00  
-----
```

* Bright Zone !

Segment Leq : 48.00 dBA

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Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          0.90 !          4.50 !          1.00 !          1.00
```

ROAD (0.00 + 30.41 + 0.00) = 30.41 dBA

```
-----  
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----  
   -90    90    0.41  59.16   0.00 -15.81  -1.00   0.00   0.00 -11.95  30.41  
-----
```

Segment Leq : 30.41 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	1.77	!	1.77

ROAD (0.00 + 42.62 + 0.00) = 42.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.70	0.00	-13.77	-0.95	0.00	0.00	-9.35	42.62

Segment Leq : 42.62 dBA

Total Leq All Segments: 55.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.82
(NIGHT): 55.47

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 18:13:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	:	4701/394	veh/TimePeriod	*
Medium truck volume	:	77/6	veh/TimePeriod	*
Heavy truck volume	:	38/3	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	5220
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 0.00
Medium Truck % of Total Volume	: 1.59
Heavy Truck % of Total Volume	: 0.79
Day (16 hrs) % of Total Volume	: 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3347/281 veh/TimePeriod
Medium truck volume : 28/2 veh/TimePeriod
Heavy truck volume : 14/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 10265/1613 veh/TimePeriod *
Medium truck volume : 136/21 veh/TimePeriod *
Heavy truck volume : 68/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12114
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m

Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 193.00 / 196.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: 401SB Onramp (day/night)

 Car traffic volume : 12430/2591 veh/TimePeriod *
 Medium truck volume : 243/51 veh/TimePeriod *
 Heavy truck volume : 1033/215 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.77
 Heavy Truck % of Total Volume : 7.54
 Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB Onramp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 145.00 / 148.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 142.00 / 145.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.94 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.10	0.00	-19.05	-1.38	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Page 7

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	66.54	0.00	-19.47	-1.39	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.08	0.00	-13.88	-0.84	0.00	0.00	-9.82	55.54

Segment Leq : 55.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.28	2.28

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	73.31	0.00	-14.60	-0.86	0.00	0.00	-10.60	47.24

Segment Leq : 47.24 dBA

Page 8

Results segment # 5: Lambton Rd (day)

Source height = 0.80 m

ROAD (0.00 + 56.72 + 0.00) = 56.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	0.00	56.72

Segment Leq : 56.72 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	64.17	0.00	-16.72	-1.17	0.00	0.00	-12.12	34.16

Segment Leq : 34.16 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.50	0.00	-14.54	-1.13	0.00	0.00	-9.61	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 59.85 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.93 + 0.00) = 33.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.24	0.00	-18.08	-1.23	0.00	0.00	0.00	33.93

Segment Leq : 33.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	59.17	0.00	-18.47	-1.23	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.72	0.00	-13.04	-0.64	0.00	0.00	-9.41	53.63

Segment Leq : 53.63 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.44	2.44

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	69.40	0.00	-13.71	-0.66	0.00	0.00	-10.25	44.77

Segment Leq : 44.77 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.77 m

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	48.79	0.00	-0.79	0.00	0.00	0.00	0.00	48.00

Segment Leq : 48.00 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.00	1.00

ROAD (0.00 + 30.41 + 0.00) = 30.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	59.16	0.00	-15.81	-1.00	0.00	0.00	-11.95	30.41

Segment Leq : 30.41 dBA

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Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	4.50	1.77	1.77

ROAD (0.00 + 42.62 + 0.00) = 42.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.70	0.00	-13.77	-0.95	0.00	0.00	-9.35	42.62

Segment Leq : 42.62 dBA

Total Leq All Segments: 55.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.85
(NIGHT): 55.50

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 18:00:40
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	: 3866/374	veh/TimePeriod	*
Medium truck volume	: 15/1	veh/TimePeriod	*
Heavy truck volume	: 7/1	veh/TimePeriod	*
Posted speed limit	: 60	km/h	
Road gradient	: 0	%	
Road pavement	: 1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	4265
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 0.00
Medium Truck % of Total Volume	: 0.39
Heavy Truck % of Total Volume	: 0.19
Day (16 hrs) % of Total Volume	: 91.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1	Angle2	: -90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)
No of house rows	:	0 / 0	
Surface	:	2	(Reflective ground surface)

Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7091/527 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18455/3853 veh/TimePeriod *
Medium truck volume : 810/169 veh/TimePeriod *
Heavy truck volume : 6131/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30697
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19

Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12410/2231 veh/TimePeriod *
Medium truck volume : 551/99 veh/TimePeriod *
Heavy truck volume : 3628/652 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19571
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 48.82 + 0.00) = 48.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.73	0.00	-9.91	0.00	0.00	0.00	0.00	48.82

Segment Leq : 48.82 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.97	0.00	-10.23	0.00	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.37	2.37

ROAD (0.00 + 73.44 + 0.00) = 73.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.02	0.00	-7.58	0.00	0.00	0.00	-4.74	68.70*
-90	90	0.00	81.02	0.00	-7.58	0.00	0.00	0.00	0.00	73.44

* Bright Zone !

Segment Leq : 73.44 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)

2.16 ! 1.50 ! 2.29 ! 2.29

ROAD (0.00 + 70.26 + 0.00) = 70.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.83	0.00	-8.57	0.00	0.00	0.00	-4.84	65.42*
-90	90	0.00	78.83	0.00	-8.57	0.00	0.00	0.00	0.00	70.26

* Bright Zone !

Segment Leq : 70.26 dBA

Total Leq All Segments: 75.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-9.82	0.00	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.62	0.00	-10.14	0.00	0.00	0.00	0.00	42.48

Segment Leq : 42.48 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.73	2.73

ROAD (0.00 + 69.80 + 0.00) = 69.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.23	0.00	-7.43	0.00	0.00	0.00	-3.81	65.99*
-90	90	0.00	77.23	0.00	-7.43	0.00	0.00	0.00	0.00	69.80

* Bright Zone !

Segment Leq : 69.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	4.50	2.58	2.58

ROAD (0.00 + 65.94 + 0.00) = 65.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.39	0.00	-8.45	0.00	0.00	0.00	-4.33	61.61*
-90	90	0.00	74.39	0.00	-8.45	0.00	0.00	0.00	0.00	65.94

* Bright Zone !

Segment Leq : 65.94 dBA

Total Leq All Segments: 71.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.17
(NIGHT): 71.31

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod
Medium truck volume : 21/2 veh/TimePeriod
Heavy truck volume : 10/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5448/352 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5813
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume : 604/134 veh/TimePeriod *

Heavy truck volume : 4391/975 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.45
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 283.00 / 279.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 273.00 / 269.00 m
 Source elevation : 0.00 m
 Receiver elevation : 6.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 6451/1318 veh/TimePeriod *
 Medium truck volume : 49/10 veh/TimePeriod *
 Heavy truck volume : 24/5 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7857
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.75
 Heavy Truck % of Total Volume : 0.37
 Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 144.00 / 135.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 6: 401SB offrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 47.00 / 25.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 7: 401SB onrmp (day/night)

 Car traffic volume : 2698/630 veh/TimePeriod *
 Medium truck volume : 9/2 veh/TimePeriod *
 Heavy truck volume : 4/1 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3344
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.33
 Heavy Truck % of Total Volume : 0.16
 Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 7: 401SB onrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 156.00 / 147.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 35.55 + 0.00) = 35.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.98	0.00	-21.97	-1.46	0.00	0.00	0.00	35.55

Segment Leq : 35.55 dBA

Segment # 2: N.service Rd (day)

Source height = 0.52 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.88	0.00	-22.24	-1.46	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.35	2.35

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.66	0.00	-15.95	-0.72	0.00	0.00	-12.26	50.72

Segment Leq : 50.72 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.44	2.44

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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 -90 90 0.28 76.43 0.00 -16.30 -0.72 0.00 0.00 -12.12 47.30

Segment Leq : 47.30 dBA

Segment # 5: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.47	0.00	-16.31	-1.46	0.00	0.00	0.00	43.71

Segment Leq : 43.71 dBA

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Segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.87	0.00	-4.96	0.00	0.00	0.00	0.00	57.91

Segment Leq : 57.91 dBA

Segment # 7: 401SB onrmp (day)

Source height = 0.62 m

ROAD (0.00 + 36.61 + 0.00) = 36.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.95	0.00	-16.88	-1.46	0.00	0.00	0.00	36.61

Segment Leq : 36.61 dBA

Total Leq All Segments: 59.17 dBA

Segment # 1: S.service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.95	0.00	-16.88	-1.46	0.00	0.00	0.00	36.61


```
-----
-90    90    0.59  51.19   0.00 -21.01  -1.34   0.00   0.00   0.00  28.83
-----
```

Segment Leq : 28.83 dBA

Segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.22 + 0.00) = 28.22 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.60  50.93   0.00 -21.35  -1.35   0.00   0.00   0.00  28.22
-----
```

Segment Leq : 28.22 dBA

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Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      2.15 !      4.50 !      2.47 !      2.47
-----
```

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.19  76.13   0.00 -14.77  -0.51   0.00   0.00 -12.05  48.80
-----
```

Segment Leq : 48.80 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      2.25 !      4.50 !      2.55 !      2.55
-----
```

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
```

-90 90 0.19 72.07 0.00 -15.08 -0.51 0.00 0.00 -11.92 44.58

Segment Leq : 44.58 dBA

Segment # 5: 401SB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.59	57.60	0.00	-15.19	-1.34	0.00	0.00	0.00	41.07
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 41.07 dBA

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Segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 51.91 + 0.00) = 51.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.00	54.13	0.00	-2.22	0.00	0.00	0.00	0.00	51.91
-----	----	------	-------	------	-------	------	------	------	------	-------

Segment Leq : 51.91 dBA

Segment # 7: 401SB onrmp (night)

Source height = 0.63 m

ROAD (0.00 + 34.49 + 0.00) = 34.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.60	51.66	0.00	-15.82	-1.35	0.00	0.00	0.00	34.49
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 34.49 dBA

Total Leq All Segments: 54.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.17
(NIGHT): 54.42

MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8799/670 veh/TimePeriod *
Medium truck volume : 53/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface        :          1       (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height :          1.50 / 4.50 m
Topography     :          1       (Flat/gentle slope; no barrier)
Reference angle :          0.00

```

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume :    604/134 veh/TimePeriod *
Heavy truck volume :   4391/975 veh/TimePeriod *
Posted speed limit :    100 km/h
Road gradient      :          0 %
Road pavement     :          1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 2.95
Heavy Truck % of Total Volume     : 21.45
Day (16 hrs) % of Total Volume    : 81.83

```

Data for Segment # 3: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface        :          1       (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height :          1.50 / 4.50 m
Topography     :          2       (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg   Angle2 : 90.00 deg
Barrier height  :          6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation :          0.00 m
Receiver elevation :          6.00 m
Barrier elevation :          0.00 m
Reference angle :          0.00

```

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Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume :   318/58  veh/TimePeriod *
Heavy truck volume :  2139/392 veh/TimePeriod *
Posted speed limit :    100 km/h

```

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m

Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.64	0.00	-22.69	-1.46	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-22.89	-1.46	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.33	2.33

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.66	0.00	-16.60	-0.72	0.00	0.00	-12.29	50.04

Segment Leq : 50.04 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.42	2.42

ROAD (0.00 + 46.68 + 0.00) = 46.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.43	0.00	-16.89	-0.72	0.00	0.00	-12.14	46.68

Segment Leq : 46.68 dBA

Segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.87	0.00	-6.70	-1.46	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 56.64 dBA

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Segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 31.27 + 0.00) = 31.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.45	0.00	-21.83	-1.34	0.00	0.00	0.00	31.27

Segment Leq : 31.27 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-22.00	-1.34	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.43	2.43

ROAD (0.00 + 48.02 + 0.00) = 48.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.13	0.00	-15.49	-0.51	0.00	0.00	-12.11	48.02

Segment Leq : 48.02 dBA

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Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.51	2.51

ROAD (0.00 + 43.85 + 0.00) = 43.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.07	0.00	-15.75	-0.51	0.00	0.00	-11.97	43.85

Segment Leq : 43.85 dBA

Segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.13	0.00	-4.08	-1.35	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 52.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.64
(NIGHT): 52.19

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:04:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8799/670 veh/TimePeriod *
Medium truck volume : 53/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume : 604/134 veh/TimePeriod *
Heavy truck volume : 4391/975 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.45
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m

Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 5

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 4358/890 veh/TimePeriod *
Medium truck volume : 33/7 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5307
Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.75
 Heavy Truck % of Total Volume : 0.37
 Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 206.00 / 209.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 203.00 / 206.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

 Car traffic volume : 13048/1058 veh/TimePeriod *
 Medium truck volume : 118/10 veh/TimePeriod *
 Heavy truck volume : 60/5 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14297
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.89
 Heavy Truck % of Total Volume : 0.45
 Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 6: 401SB offrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 118.00 / 122.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.64	0.00	-20.84	-1.46	0.00	0.00	0.00	40.34

Segment Leq : 40.34 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-21.10	-1.46	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.35	2.35

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.66	0.00	-15.53	-0.86	0.00	0.00	-10.42	52.85

Segment Leq : 52.85 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	76.43	0.00	-15.98	-0.85	0.00	0.00	-10.25	49.36

Segment Leq : 49.36 dBA

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Segment # 5: 401SB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.83	0.83

ROAD (0.00 + 29.04 + 0.00) = 29.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.76	0.00	-17.09	-1.18	0.00	0.00	-12.45	29.04

Segment Leq : 29.04 dBA

Segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-14.87	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 55.77 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.45	0.00	-20.07	-1.34	0.00	0.00	0.00	33.03

Segment Leq : 33.03 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 35.95 + 0.00) = 35.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-20.30	-1.34	0.00	0.00	0.00	35.95

Segment Leq : 35.95 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.49	2.49

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.13	0.00	-14.56	-0.66	0.00	0.00	-10.12	50.79

Segment Leq : 50.79 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.56	2.56

ROAD (0.00 + 46.48 + 0.00) = 46.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	72.07	0.00	-14.98	-0.65	0.00	0.00	-9.97	46.48

Segment Leq : 46.48 dBA

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Segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.76	4.50	0.86	0.86

ROAD (0.00 + 26.32 + 0.00) = 26.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	55.83	0.00	-16.16	-1.00	0.00	0.00	-12.35	26.32

Segment Leq : 26.32 dBA

Segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-14.48	-1.34	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 52.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.77
(NIGHT): 52.64

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:07:28
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod

Medium truck volume : 21/2 veh/TimePeriod
Heavy truck volume : 10/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.00 / 174.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 168.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6716/434 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 185.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 187.00 / 179.00 m
Source elevation : 0.00 m

Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18455/3853 veh/TimePeriod *
Medium truck volume : 810/169 veh/TimePeriod *
Heavy truck volume : 6131/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30697
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.82
 Heavy Truck % of Total Volume : 25.68
 Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 137.00 / 129.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 10.00 m
 Barrier receiver distance : 127.00 / 119.00 m
 Source elevation : 0.00 m
 Receiver elevation : 10.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 6360/1519 veh/TimePeriod *
 Medium truck volume : 52/12 veh/TimePeriod *
 Heavy truck volume : 26/6 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7975
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.81
 Heavy Truck % of Total Volume : 0.40
 Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 208.00 / 200.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 10.00 m
 Barrier receiver distance : 205.00 / 197.00 m
 Source elevation : 0.00 m

Receiver elevation : 10.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.71	1.50	0.90	0.90

ROAD (0.00 + 28.58 + 0.00) = 28.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	58.98	0.00	-15.00	-0.95	0.00	0.00	-14.46	28.58

Segment Leq : 28.58 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.52 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.52	1.50	0.71	0.71

ROAD (0.00 + 29.68 + 0.00) = 29.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	60.80	0.00	-15.41	-0.96	0.00	0.00	-14.75	29.68

Segment Leq : 29.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	0.71	0.71

2.22 ! 1.50 ! 3.00 ! 3.00

ROAD (0.00 + 55.38 + 0.00) = 55.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	81.02	0.00	-9.30	-0.11	0.00	0.00	-16.23	55.38

Segment Leq : 55.38 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25 !	1.50 !	2.93 !	2.93

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	76.43	0.00	-9.97	-0.11	0.00	0.00	-16.26	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 30.66 + 0.00) = 30.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	61.50	0.00	-12.35	-0.23	0.00	0.00	-18.26	30.66

Segment Leq : 30.66 dBA

Total Leq All Segments: 56.53 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.75 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.75	1.50	0.95	0.95

ROAD (0.00 + 21.14 + 0.00) = 21.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	51.19	0.00	-14.72	-0.94	0.00	0.00	-14.39	21.14

Segment Leq : 21.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.69	0.69

ROAD (0.00 + 20.91 + 0.00) = 20.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	51.80	0.00	-15.17	-0.96	0.00	0.00	-14.77	20.91

Segment Leq : 20.91 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	3.07	3.07

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	77.23	0.00	-8.94	-0.11	0.00	0.00	-16.19	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.97	2.97

ROAD (0.00 + 46.03 + 0.00) = 46.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	72.07	0.00	-9.70	-0.11	0.00	0.00	-16.24	46.03

Segment Leq : 46.03 dBA

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Results segment # 5: 401NB on rmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	1.50	0.95	0.95

ROAD (0.00 + 27.60 + 0.00) = 27.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	58.25	0.00	-12.16	-0.23	0.00	0.00	-18.26	27.60

Segment Leq : 27.60 dBA

Total Leq All Segments: 52.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 52.98

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:12:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod
Medium truck volume : 21/2 veh/TimePeriod

Heavy truck volume : 10/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6716/434 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13326/2782 veh/TimePeriod *
Medium truck volume : 585/122 veh/TimePeriod *
Heavy truck volume : 4427/924 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 6451/1318 veh/TimePeriod *
Medium truck volume : 49/10 veh/TimePeriod *
Heavy truck volume : 24/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 184.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00

Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 6: 401SB offrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 47.00 / 25.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.service Rd (day)

 Source height = 0.71 m

ROAD (0.00 + 35.55 + 0.00) = 35.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.98	0.00	-21.97	-1.46	0.00	0.00	0.00	35.55

 Segment Leq : 35.55 dBA

Results segment # 2: N.service Rd (day)

 Source height = 0.52 m

ROAD (0.00 + 37.10 + 0.00) = 37.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.80	0.00	-22.24	-1.46	0.00	0.00	0.00	37.10

 Segment Leq : 37.10 dBA

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Results segment # 3: Hwy 401 SB (day)

 Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.42	2.42

ROAD (0.00 + 50.80 + 0.00) = 50.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.80	0.00	-22.24	-1.46	0.00	0.00	0.00	50.80

```
-----
-90      90      0.28  79.61   0.00 -15.92  -0.72   0.00   0.00 -12.16  50.80
-----
```

Segment Leq : 50.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.25 !          1.50 !          2.44 !          2.44
-----
```

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     90     0.28  76.43   0.00 -16.30  -0.72   0.00   0.00 -12.12  47.30
-----
```

Segment Leq : 47.30 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 41.60 + 0.00) = 41.60 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     90     0.66  61.47   0.00 -18.42  -1.46   0.00   0.00   0.00  41.60
-----
```

Segment Leq : 41.60 dBA

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Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     90     0.00  62.87   0.00  -4.96   0.00   0.00   0.00   0.00  57.91
-----
```

Segment Leq : 57.91 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.19	0.00	-21.01	-1.34	0.00	0.00	0.00	28.83

Segment Leq : 28.83 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 29.10 + 0.00) = 29.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.80	0.00	-21.35	-1.35	0.00	0.00	0.00	29.10

Segment Leq : 29.10 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.53	2.53

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.81	0.00	-14.74	-0.51	0.00	0.00	-11.95	48.61

Segment Leq : 48.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
 -----+-----+-----+-----
 2.25 ! 4.50 ! 2.55 ! 2.55

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.19 72.07 0.00 -15.08 -0.51 0.00 0.00 -11.92 44.58

Segment Leq : 44.58 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.59 57.60 0.00 -17.33 -1.34 0.00 0.00 0.00 38.93

Segment Leq : 38.93 dBA

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Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 51.91 + 0.00) = 51.91 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 54.13 0.00 -2.22 0.00 0.00 0.00 0.00 51.91

Segment Leq : 51.91 dBA

Total Leq All Segments: 54.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
 (NIGHT): 54.25

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:26:35
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
 Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11403/869 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height : 1.50 / 4.50 m

Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13326/2782 veh/TimePeriod *
Medium truck volume : 585/122 veh/TimePeriod *
Heavy truck volume : 4427/924 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-22.69	-1.46	0.00	0.00	0.00	39.62

Segment Leq : 39.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-22.89	-1.46	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22 !	1.50 !	2.39 !	2.39

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.61	0.00	-16.58	-0.72	0.00	0.00	-12.18	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 46.68 + 0.00) = 46.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.43	0.00	-16.89	-0.72	0.00	0.00	-12.14	46.68

Segment Leq : 46.68 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.87	0.00	-6.70	-1.46	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 56.68 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.65	0.00	-21.82	-1.34	0.00	0.00	0.00	32.49

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-22.00	-1.34	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.49	2.49

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.81	0.00	-15.46	-0.51	0.00	0.00	-12.00	47.84

Segment Leq : 47.84 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.51	2.51

ROAD (0.00 + 43.85 + 0.00) = 43.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.07	0.00	-15.75	-0.51	0.00	0.00	-11.97	43.85

Segment Leq : 43.85 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.13	0.00	-4.08	-1.35	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 52.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.68
(NIGHT): 52.13

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:29:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11403/869 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 0.73
 Heavy Truck % of Total Volume : 0.36
 Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 280.00 / 283.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

 Car traffic volume : 9088/1916 veh/TimePeriod *
 Medium truck volume : 536/113 veh/TimePeriod *
 Heavy truck volume : 4259/898 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16809
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.86
 Heavy Truck % of Total Volume : 30.68
 Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 219.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 206.00 / 209.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 4358/890 veh/TimePeriod *
Medium truck volume : 33/7 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)


```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 206.00 / 209.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           2       (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg   Angle2 : 90.00 deg
Barrier height      :           3.00 m
Barrier receiver distance : 203.00 / 206.00 m
Source elevation    :           0.00 m
Receiver elevation   :           3.00 m
Barrier elevation    :           0.00 m
Reference angle     :           0.00

```

Page 6

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 13048/1058 veh/TimePeriod *
Medium truck volume : 118/10 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14297
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.89
Heavy Truck % of Total Volume     : 0.45
Day (16 hrs) % of Total Volume    : 92.50

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           1       (Flat/gentle slope; no barrier)
Reference angle     :           0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 41.47 + 0.00) = 41.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-20.84	-1.46	0.00	0.00	0.00	41.47

Segment Leq : 41.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-21.10	-1.46	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.55	2.55

ROAD (0.00 + 52.98 + 0.00) = 52.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.29	0.00	-15.46	-0.84	0.00	0.00	-10.01	52.98

Segment Leq : 52.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	76.43	0.00	-15.98	-0.85	0.00	0.00	-10.25	49.36

Segment Leq : 49.36 dBA

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Results segment # 5: 401SB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.83	0.83

ROAD (0.00 + 29.04 + 0.00) = 29.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.76	0.00	-17.09	-1.18	0.00	0.00	-12.45	29.04

Segment Leq : 29.04 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-14.87	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 55.87 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 34.24 + 0.00) = 34.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.65	0.00	-20.06	-1.34	0.00	0.00	0.00	34.24

Segment Leq : 34.24 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 35.95 + 0.00) = 35.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-20.30	-1.34	0.00	0.00	0.00	35.95

Segment Leq : 35.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.54	0.00	-14.49	-0.64	0.00	0.00	-9.70	50.71

Segment Leq : 50.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25 !	4.50 !	2.56 !	2.56

ROAD (0.00 + 46.48 + 0.00) = 46.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	72.07	0.00	-14.98	-0.65	0.00	0.00	-9.97	46.48

Segment Leq : 46.48 dBA

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Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.76	4.50	0.86	0.86

ROAD (0.00 + 26.32 + 0.00) = 26.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	55.83	0.00	-16.16	-1.00	0.00	0.00	-12.35	26.32

Segment Leq : 26.32 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-14.48	-1.34	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 52.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.87
(NIGHT): 52.60

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:25:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	:	8945/689	veh/TimePeriod	*
Medium truck volume	:	35/3	veh/TimePeriod	*
Heavy truck volume	:	18/1	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10409/649 veh/TimePeriod *
Medium truck volume : 30/2 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11099/2299 veh/TimePeriod *

Medium truck volume : 563/117 veh/TimePeriod *
Heavy truck volume : 4285/888 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19250
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.53
Heavy Truck % of Total Volume : 26.87
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)

```

No of house rows      :      0 / 0
Surface               :      1      (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height       :      1.50 / 4.50 m
Topography            :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 90.00 deg
Barrier height        :      8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation      :      0.00 m
Receiver elevation     :      8.00 m
Barrier elevation     :      0.00 m
Reference angle       :      0.00

```

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Road data, segment # 5: 401NB offram (day/night)

```

-----
Car traffic volume   : 3820/716   veh/TimePeriod *
Medium truck volume  :    10/2    veh/TimePeriod *
Heavy truck volume   :     5/1    veh/TimePeriod *
Posted speed limit   :    60 km/h
Road gradient        :     0 %
Road pavement        :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4553
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.26
Heavy Truck % of Total Volume       : 0.13
Day (16 hrs) % of Total Volume      : 84.22

```

Data for Segment # 5: 401NB offram (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      1      (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height     :      1.50 / 4.50 m
Topography          :      2      (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg   Angle2 : 90.00 deg
Barrier height      :      4.00 m
Barrier receiver distance : 182.00 / 185.00 m
Source elevation    :      0.00 m
Receiver elevation  :      4.00 m
Barrier elevation   :      0.00 m
Reference angle     :      0.00

```

Page 6

Road data, segment # 6: 401SB onramp (day/night)

```

-----
Car traffic volume   : 1731/404   veh/TimePeriod *

```


Medium truck volume : 6/1 veh/TimePeriod *
 Heavy truck volume : 3/1 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2145
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.33
 Heavy Truck % of Total Volume : 0.16
 Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 100.00 / 103.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 97.00 / 100.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 48.20 + 0.00) = 48.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.76	-1.46	0.00	0.00	0.00	48.20

Segment Leq : 48.20 dBA

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Segment # 2: N.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-17.91	-1.46	0.00	0.00	0.00	43.56

Segment Leq : 43.56 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.83 !	2.83

ROAD (0.00 + 53.55 + 0.00) = 53.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.40	0.00	-10.85	-0.43	0.00	0.00	-14.57	53.55

Segment Leq : 53.55 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.71 !	2.71

ROAD (0.00 + 51.26 + 0.00) = 51.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.91	0.00	-11.52	-0.43	0.00	0.00	-14.70	51.26

Segment Leq : 51.26 dBA

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Segment # 5: 401NB offram (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)

0.60 ! 1.50 ! 0.68 ! 0.68

ROAD (0.00 + 26.73 + 0.00) = 26.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	58.52	0.00	-15.79	-1.07	0.00	0.00	-14.93	26.73

Segment Leq : 26.73 dBA

Segment # 6: 401SB onramp (day)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.64 !	1.50 !	0.79 !	0.79

ROAD (0.00 + 27.49 + 0.00) = 27.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	55.21	0.00	-11.91	-1.07	0.00	0.00	-14.73	27.49

Segment Leq : 27.49 dBA

Total Leq All Segments: 56.53 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.21	0.00	-12.50	-1.35	0.00	0.00	0.00	40.36

Segment Leq : 40.36 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.90	0.00	-17.34	-1.35	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	4.50 !	3.05 !	3.05

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.57	0.00	-10.11	-0.19	0.00	0.00	-14.24	51.03

Segment Leq : 51.03 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.90 !	2.90

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	74.19	0.00	-10.72	-0.20	0.00	0.00	-14.42	48.86

Segment Leq : 48.86 dBA

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Segment # 5: 401NB offram (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)

0.61 ! 4.50 ! 0.74 ! 0.74

ROAD (0.00 + 23.71 + 0.00) = 23.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	54.28	0.00	-14.90	-0.89	0.00	0.00	-14.79	23.71

Segment Leq : 23.71 dBA

Segment # 6: 401SB onramp (night)

Source height = 0.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.70 !	4.50 !	0.93 !	0.93

ROAD (0.00 + 25.39 + 0.00) = 25.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	51.98	0.00	-11.33	-0.88	0.00	0.00	-14.39	25.39

Segment Leq : 25.39 dBA

Total Leq All Segments: 53.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.39

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:55:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	:	7270/521	veh/TimePeriod	*
Medium truck volume	:	67/5	veh/TimePeriod	*
Heavy truck volume	:	140/10	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8012
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8270/881 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
Medium truck volume : 723/160 veh/TimePeriod *

Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 233.00 / 228.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 7.00 m
 Barrier receiver distance : 223.00 / 218.00 m
 Source elevation : 0.00 m
 Receiver elevation : 7.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Page 5

Road data, segment # 5: Cousineau Dr (day/night)

 Car traffic volume : 12006/900 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12906
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 93.03

Data for Segment # 5: Cousineau Dr (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 33.00 / 28.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 45.27 + 0.00) = 45.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.06	0.00	-17.33	-1.46	0.00	0.00	0.00	45.27

Segment Leq : 45.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 43.05 + 0.00) = 43.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-17.79	-1.46	0.00	0.00	0.00	43.05

Segment Leq : 43.05 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.65	2.65

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.63	0.00	-13.99	-0.57	0.00	0.00	-13.39	52.68

Segment Leq : 52.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.49	2.49

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.91	0.00	-14.52	-0.58	0.00	0.00	-13.61	49.20

Segment Leq : 49.20 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.85	0.00	-5.68	-1.46	0.00	0.00	0.00	53.71

Segment Leq : 53.71 dBA

Total Leq All Segments: 57.46 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.17 m

ROAD (0.00 + 38.02 + 0.00) = 38.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.62	0.00	-16.28	-1.32	0.00	0.00	0.00	38.02

Segment Leq : 38.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 37.26 + 0.00) = 37.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.49	0.00	-16.89	-1.34	0.00	0.00	0.00	37.26

Segment Leq : 37.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

```
-----
-90    90    0.12  77.11   0.00 -12.84  -0.35   0.00   0.00 -13.14  50.78
-----
```

Segment Leq : 50.78 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !         4.50 !         2.62 !         2.62
-----
```

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.13  74.19   0.00 -13.34  -0.36   0.00   0.00 -13.39  47.10
-----
```

Segment Leq : 47.10 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.60  52.61   0.00 -4.34  -1.35   0.00   0.00   0.00  46.92
-----
```

Segment Leq : 46.92 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.46
(NIGHT): 53.65

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:36:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2347/225 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 79/8 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8011/581 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
Medium truck volume : 723/160 veh/TimePeriod *

Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 219.00 / 198.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 7.00 m
 Barrier receiver distance : 209.00 / 188.00 m
 Source elevation : 0.00 m
 Receiver elevation : 7.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: Cousineau (day/night)

 Car traffic volume : 12006/900 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12906
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 93.03

Data for Segment # 5: Cousineau (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 131.00 / 128.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-16.36	-1.46	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.41 + 0.00) = 44.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.75	0.00	-16.88	-1.46	0.00	0.00	0.00	44.41

Segment Leq : 44.41 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.68	2.68

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.63	0.00	-13.44	-0.57	0.00	0.00	-13.35	53.26

Segment Leq : 53.26 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.50	2.50

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.91	0.00	-14.19	-0.58	0.00	0.00	-13.59	49.55

Segment Leq : 49.55 dBA

Segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.85	0.00	-9.41	0.00	0.00	0.00	0.00	51.44

Segment Leq : 51.44 dBA

Total Leq All Segments: 56.88 dBA

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Segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	53.47	0.00	-14.44	-1.31	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.38	0.00	-15.17	-1.34	0.00	0.00	0.00	37.87

Segment Leq : 37.87 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------


```
-----
-90    90    0.12  77.11   0.00 -11.88  -0.35   0.00   0.00 -13.02  51.85
-----
```

Segment Leq : 51.85 dBA

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Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          4.50 !          2.68 !          2.68
-----
```

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.13  74.19   0.00 -12.65  -0.36   0.00   0.00 -13.32  47.87
-----
```

Segment Leq : 47.87 dBA

Segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.00  52.61   0.00  -9.31   0.00   0.00   0.00   0.00  43.30
-----
```

Segment Leq : 43.30 dBA

Total Leq All Segments: 53.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.88
(NIGHT): 53.94

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:11:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2347/225 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 79/8 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8011/581 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)

Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
Medium truck volume : 723/160 veh/TimePeriod *
Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.47
 Heavy Truck % of Total Volume : 24.10
 Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :          0   (No woods.)
No of house rows :          0 / 0
Surface         :          1   (Absorptive ground surface)
Receiver source distance : 109.00 / 112.00 m
Receiver height  :    1.50 / 4.50 m
Topography      :          2   (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height   :    6.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation :    0.00 m
Receiver elevation :    6.00 m
Barrier elevation :    0.00 m
Reference angle  :    0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.34 !          1.50 !          2.24 !          2.24
```

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90   0.30  60.53   0.00  -5.70  -0.78   0.00   0.00 -14.12  39.93
-----
```

Segment Leq : 39.93 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	1.50	1.63	1.63

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.75	0.00	-7.01	-0.81	0.00	0.00	-15.00	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.94	2.94

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.63	0.00	-9.85	-0.71	0.00	0.00	-11.43	58.64

Segment Leq : 58.64 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.70	2.70

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.91	0.00	-11.01	-0.72	0.00	0.00	-11.81	54.36

Segment Leq : 54.36 dBA

Total Leq All Segments: 60.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.36	4.50	2.60	2.60

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	53.47	0.00	-5.68	-0.57	0.00	0.00	-13.28	33.94

Segment Leq : 33.94 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.92	1.92

ROAD (0.00 + 32.54 + 0.00) = 32.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.38	0.00	-6.84	-0.61	0.00	0.00	-14.39	32.54

Segment Leq : 32.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.24	3.24

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.11	0.00	-9.33	-0.50	0.00	0.00	-10.77	56.51

Segment Leq : 56.51 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.96	2.96

ROAD (0.00 + 52.01 + 0.00) = 52.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.19	0.00	-10.38	-0.51	0.00	0.00	-11.30	52.01

Segment Leq : 52.01 dBA

Total Leq All Segments: 57.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.10
(NIGHT): 57.86

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:14:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2347/225 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 79/8 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 212.00 / 217.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

 Car traffic volume : 8011/581 veh/TimePeriod *
 Medium truck volume : 81/6 veh/TimePeriod *
 Heavy truck volume : 41/3 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.99
 Heavy Truck % of Total Volume : 0.50
 Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 228.00 / 233.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

 Car traffic volume : 14682/3065 veh/TimePeriod *
 Medium truck volume : 912/190 veh/TimePeriod *
 Heavy truck volume : 7440/1553 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27843
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.96
 Heavy Truck % of Total Volume : 32.30

Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8493/1803 veh/TimePeriod *
Medium truck volume : 407/86 veh/TimePeriod *
Heavy truck volume : 2826/600 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

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Car traffic volume : 13572/1042 veh/TimePeriod *
Medium truck volume : 207/16 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
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* Refers to calculated road volumes based on the following input:

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24 hr Traffic Volume (AADT or SADT): 14949
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87
  
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Data for Segment # 5: Howard (day/night)

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Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
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Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-19.09	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.75	0.00	-19.62	-1.46	0.00	0.00	0.00	41.67

Segment Leq : 41.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	3.29	3.29

ROAD (0.00 + 57.60 + 0.00) = 57.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.69	0.00	-8.51	-0.26	0.00	0.00	-15.31	57.60

Segment Leq : 57.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.94	2.94

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	77.68	0.00	-9.68	-0.28	0.00	0.00	-15.50	52.22

Segment Leq : 52.22 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.60	0.00	-8.96	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 60.40 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 32.75 + 0.00) = 32.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.47	0.00	-19.26	-1.46	0.00	0.00	0.00	32.75

Segment Leq : 32.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.15 + 0.00) = 33.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.38	0.00	-19.77	-1.46	0.00	0.00	0.00	33.15

Segment Leq : 33.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38 !	1.50 !	3.24 !	3.24

ROAD (0.00 + 53.51 + 0.00) = 53.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.89	0.00	-8.77	-0.26	0.00	0.00	-15.35	53.51

Segment Leq : 53.51 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.91	2.91

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	73.95	0.00	-9.88	-0.28	0.00	0.00	-15.52	48.27

Segment Leq : 48.27 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.47	0.00	-9.62	-1.46	0.00	0.00	0.00	46.39

Segment Leq : 46.39 dBA

Total Leq All Segments: 55.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.40
(NIGHT): 55.30

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 20:11:31
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume	: 11989/918	veh/TimePeriod	*
Medium truck volume	: 183/14	veh/TimePeriod	*
Heavy truck volume	: 92/7	veh/TimePeriod	*
Posted speed limit	: 60 km/h		
Road gradient	: 0 %		
Road pavement	: 1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13202
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.49
 Heavy Truck % of Total Volume : 0.75
 Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 216.00 / 219.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 2.50 m
 Barrier receiver distance : 26.00 / 29.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 2: Howard Ave. (day/night)

Car traffic volume : 13572/1042 veh/TimePeriod *
 Medium truck volume : 207/16 veh/TimePeriod *
 Heavy truck volume : 104/8 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.49
 Heavy Truck % of Total Volume : 0.75
 Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 2: Howard Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 57.00 / 60.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: Laurier Ext. (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.93 ! 1.50 ! 1.43 ! 1.43

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.07 0.00 -11.58 0.00 0.00 0.00 -5.76 47.72
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 47.72 dBA

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Segment # 2: Howard Ave. (day)

Source height = 0.93 m

ROAD (0.00 + 59.81 + 0.00) = 59.81 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.60 0.00 -5.80 0.00 0.00 0.00 0.00 59.81
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 59.81 dBA

Total Leq All Segments: 60.07 dBA

Segment # 1: Laurier Ext. (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
0.93 ! 4.50 ! 4.03 ! 4.03

ROAD (0.00 + 45.27 + 0.00) = 45.27 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 56.91 0.00 -11.64 0.00 0.00 0.00 -3.02 42.24*
-90 90 0.00 56.91 0.00 -11.64 0.00 0.00 0.00 0.00 45.27
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

* Bright Zone !

Segment Leq : 45.27 dBA

Segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-6.02	0.00	0.00	0.00	0.00	51.45

Segment Leq : 51.45 dBA

Total Leq All Segments: 52.39 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 60.07
(NIGHT): 52.39

STAMSON 5.0 SUMMARY REPORT Date: 15-03-2008 20:21:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 11989/918 veh/TimePeriod *
Medium truck volume : 183/14 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13202
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)

No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 101.00 / 104.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 2: Howard Ave. (day/night)

 Car traffic volume : 13572/1042 veh/TimePeriod *
 Medium truck volume : 207/16 veh/TimePeriod *
 Heavy truck volume : 104/8 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.49
 Heavy Truck % of Total Volume : 0.75
 Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 2: Howard Ave. (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 36.00 / 39.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Laurier Ext.	! 0.93 !	56.79	! 56.79
2.Howard Ave.	! 0.93 !	61.80	! 61.80
	Total		62.99 dBA

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)

1.Laurier Ext.	!	0.93 !	48.50 !	48.50
2.Howard Ave.	!	0.93 !	53.32 !	53.32
Total				54.56 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 62.99
(NIGHT): 54.56

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:53:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10260/901 veh/TimePeriod *
Medium truck volume : 137/12 veh/TimePeriod *
Heavy truck volume : 69/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11385
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 272.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10640/725 veh/TimePeriod *
Medium truck volume : 151/10 veh/TimePeriod *
Heavy truck volume : 75/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11607
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 284.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9848/1756 veh/TimePeriod *
Medium truck volume : 593/106 veh/TimePeriod *
Heavy truck volume : 4839/863 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18004
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 84.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 126.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)

Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8493/1803 veh/TimePeriod *
Medium truck volume : 407/86 veh/TimePeriod *
Heavy truck volume : 2826/600 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 146.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 136.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6856/1636 veh/TimePeriod *
Medium truck volume : 90/22 veh/TimePeriod *
Heavy truck volume : 45/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 80.73

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 118.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 118.00 / 115.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 13572/1042 veh/TimePeriod *
Medium truck volume : 207/16 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-12.65	0.00	0.00	0.00	0.00	51.54

Segment Leq : 51.54 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.42	0.00	-12.83	0.00	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.92	2.92

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.83	0.00	-9.38	0.00	0.00	0.00	-14.46	55.99

Segment Leq : 55.99 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          1.50 !          2.70 !          2.70

```

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  77.68    0.00 -10.00   0.00   0.00   0.00 -14.71  52.97
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 52.97 dBA

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Segment # 5: 401NB offram (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.90 !          1.50 !          1.03 !          1.03

```

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  62.41    0.00  -9.07   0.00   0.00   0.00 -15.77  37.57
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 37.57 dBA

Segment # 6: Howard Ave (day)

Source height = 0.93 m

ROAD (0.00 + 61.34 + 0.00) = 61.34 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  65.60    0.00  -4.26   0.00   0.00   0.00   0.00  61.34
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 61.34 dBA

Total Leq All Segments: 63.52 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.62	0.00	-12.58	0.00	0.00	0.00	0.00	44.04

Segment Leq : 44.04 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.73	0.00	-12.77	0.00	0.00	0.00	0.00	42.96

Segment Leq : 42.96 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.18	3.18

ROAD (0.00 + 52.03 + 0.00) = 52.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.35	0.00	-9.24	0.00	0.00	0.00	-14.08	52.03

Segment Leq : 52.03 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.92	2.92

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.95	0.00	-9.88	0.00	0.00	0.00	-14.39	49.68

Segment Leq : 49.68 dBA

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Segment # 5: 401NB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.12	1.12

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.23	0.00	-8.96	0.00	0.00	0.00	-15.60	34.67

Segment Leq : 34.67 dBA

Segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-2.22	0.00	0.00	0.00	0.00	55.25

Segment Leq : 55.25 dBA

Total Leq All Segments: 58.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.52
(NIGHT): 58.03

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:19:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 98.00 / 101.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-14.92	-1.42	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

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Results segment # 2: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 65.84 + 0.00) = 65.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.57	0.00	-13.32	-1.41	0.00	0.00	0.00	65.84

Segment Leq : 65.84 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.26	0.00	-14.26	-1.26	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.26	0.00	-14.26	-1.26	0.00	0.00	0.00	59.73

-90 90 0.54 76.78 0.00 -12.78 -1.25 0.00 0.00 0.00 62.74

Segment Leq : 62.74 dBA

Total Leq All Segments: 64.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.50

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 17:51:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10260/901 veh/TimePeriod *
Medium truck volume : 137/12 veh/TimePeriod *
Heavy truck volume : 69/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11385
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10640/725 veh/TimePeriod *

Medium truck volume : 151/10 veh/TimePeriod *
Heavy truck volume : 75/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11607
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

Car traffic volume : 21758/1693 veh/TimePeriod *
Medium truck volume : 300/23 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23935
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 5: Talbot Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg

Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 60.00 / 63.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.19	0.00	-17.11	-1.46	0.00	0.00	0.00	45.62

 Segment Leq : 45.62 dBA

Results segment # 2: N.Service Rd (day)

 Source height = 0.91 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.42	0.00	-17.42	-1.46	0.00	0.00	0.00	45.55

 Segment Leq : 45.55 dBA

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Results segment # 3: Hwy 401 NB (day)

 Source height = 2.21 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-24.96	-1.42	0.00	0.00	0.00	52.75

 Segment Leq : 52.75 dBA

Results segment # 4: Hwy 401 SB (day)

 Source height = 2.38 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-24.96	-1.42	0.00	0.00	0.00	52.75

```
-----
-90      90      0.63  80.57   0.00 -24.66  -1.41   0.00   0.00   0.00  54.50
-----
```

Segment Leq : 54.50 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.91 m

ROAD (0.00 + 59.16 + 0.00) = 59.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90      90      0.66  70.61   0.00  -9.99  -1.46   0.00   0.00   0.00  59.16
-----
```

Segment Leq : 59.16 dBA

Total Leq All Segments: 61.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90      90      0.59  56.62   0.00 -16.50  -1.33   0.00   0.00   0.00  38.79
-----
```

Segment Leq : 38.79 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.62 + 0.00) = 37.62 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90      90      0.59  55.73   0.00 -16.78  -1.33   0.00   0.00   0.00  37.62
-----
```

Segment Leq : 37.62 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
```

 -90 90 0.55 75.26 0.00 -23.59 -1.26 0.00 0.00 0.00 50.41

Segment Leq : 50.41 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 52.18 + 0.00) = 52.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.78	0.00	-23.34	-1.25	0.00	0.00	0.00	52.18

Segment Leq : 52.18 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.91 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-9.89	-1.33	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 56.27 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.36
 (NIGHT): 56.27

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
  
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.95 !	4.50 !	2.48 !	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	4.50 !	2.60 !	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 2.50 ! 4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	46.40	!	46.40
3.Hwy 401 SB	!	2.40	!	55.89	!	55.89
4.Hwy 401 NB	!	2.40	!	55.14	!	55.14
5.401NB offrmp	!	0.90	!	49.51	!	49.51
6.401SB on rmp	!	1.69	!	52.13	!	52.13
		Total				60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
(NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31

```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-12.32	-0.64	0.00	0.00	-13.12	51.90

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.05	!	1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-13.43	-1.00	0.00	0.00	-11.81	34.57

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.69 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31

```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.89	!	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-12.25	-0.64	0.00	0.00	-9.27	54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.06	!	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-13.43	-1.00	0.00	0.00	-11.79	34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 6: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21
  
```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----
  
```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.49	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.63	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.69	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.85	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.66	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```
-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
```

Data for Segment # 5: Cousineau Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	1.10	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.15	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	3.20 !	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
  
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
  
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

 Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.87	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.06	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.23 59.44 0.00 -14.15 -0.60 0.00 0.00 -16.66 28.02
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
  
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.66	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.91	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	4.50	!	4.08	!	4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 61.99 0.00 -16.55 -1.23 0.00 0.00 -13.56 30.65
-----
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.99	!	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.10 !	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.29 ! 3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.46 ! 3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

```
-----
Car traffic volume : 686/94 veh/TimePeriod
Medium truck volume : 9/1 veh/TimePeriod
Heavy truck volume : 4/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 5: 401_NB_ONRP (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Road data, segment # 6: 401_SB_ONRP (day/night)

```
-----
Car traffic volume : 4122/930 veh/TimePeriod *
Medium truck volume : 78/18 veh/TimePeriod *
Heavy truck volume : 278/63 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59
```

Data for Segment # 6: 401_SB_ONRP (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.01 !	4.50 !	1.08 !	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06   34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06   35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72   56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.74	2.74

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.78	0.00	-12.80	-0.71	0.00	0.00	-11.68	53.59

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.98	0.98

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.08	0.00	-14.59	-1.06	0.00	0.00	-14.37	33.06

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.52	1.52

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-4.57	0.00	0.00	0.00	-8.41	55.25

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
  
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	46.40	!	46.40
3.Hwy 401 SB	!	2.40	!	55.89	!	55.89
4.Hwy 401 NB	!	2.40	!	55.14	!	55.14
5.401NB offrmp	!	0.90	!	49.51	!	49.51
6.401SB on rmp	!	1.69	!	52.13	!	52.13
		Total				60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
(NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-12.32	-0.64	0.00	0.00	-13.12	51.90

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.05	!	1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-13.43	-1.00	0.00	0.00	-11.81	34.57

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.69 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.89	!	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-12.25	-0.64	0.00	0.00	-9.27	54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.06	!	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-13.43	-1.00	0.00	0.00	-11.79	34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 6: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21
  
```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----
  
```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.17	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.49	!	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.63 !	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.69 !	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.92 !	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46
  
```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	0.85	!	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.66	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
  
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
  
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.81	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.10	!	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	3.20 !	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
  
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
  
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.87	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.06	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.23 59.44 0.00 -14.15 -0.60 0.00 0.00 -16.66 28.02
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
    
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
    
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
    
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.66	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.91	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.08	!	4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 61.99 0.00 -16.55 -1.23 0.00 0.00 -13.56 30.65
-----
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.10 !	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.29 ! 3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.46 ! 3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

```
-----
Car traffic volume : 686/94    veh/TimePeriod
Medium truck volume : 9/1      veh/TimePeriod
Heavy truck volume  : 4/1      veh/TimePeriod
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
```

Data for Segment # 5: 401_NB_ONRP (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 1          (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2          (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg  Angle2 : 90.00 deg
Barrier height   : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
```

Road data, segment # 6: 401_SB_ONRP (day/night)

```
-----
Car traffic volume : 4122/930  veh/TimePeriod *
Medium truck volume : 78/18    veh/TimePeriod *
Heavy truck volume  : 278/63   veh/TimePeriod *
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.75
Heavy Truck % of Total Volume    : 6.20
Day (16 hrs) % of Total Volume   : 81.59
```

Data for Segment # 6: 401_SB_ONRP (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 1          (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 1          (Flat/gentle slope; no barrier)
Reference angle  : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.01 !	4.50 !	1.08 !	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06  34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06  35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72  56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.74	2.74

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.78	0.00	-12.80	-0.71	0.00	0.00	-11.68	53.59

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.98	0.98

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.08	0.00	-14.59	-1.06	0.00	0.00	-14.37	33.06

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.52	1.52

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-4.57	0.00	0.00	0.00	-8.41	55.25

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/313 veh/TimePeriod
Medium truck volume : 33/3 veh/TimePeriod
Heavy truck volume : 17/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14013/2166 veh/TimePeriod *
Medium truck volume : 192/30 veh/TimePeriod *
Heavy truck volume : 96/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16511
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 13689/2788 veh/TimePeriod *
Medium truck volume : 272/55 veh/TimePeriod *
Heavy truck volume : 1155/235 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.44	0.00	-19.04	-1.38	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.09	0.00	-19.47	-1.39	0.00	0.00	0.00	46.23

Segment Leq : 46.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.47	0.00	-13.88	-0.84	0.00	0.00	-9.82	56.93

Segment Leq : 56.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.51	0.00	-14.48	-0.84	0.00	0.00	-9.86	53.33

Segment Leq : 53.33 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.26 + 0.00) = 57.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	0.00	0.00	0.00	0.00	0.00	57.26

Segment Leq : 57.26 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.57	0.00	-16.72	-1.17	0.00	0.00	-12.10	35.58

Segment Leq : 35.58 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.97	0.00	-14.53	-1.13	0.00	0.00	-9.59	45.72

Segment Leq : 45.72 dBA

Total Leq All Segments: 61.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

ROAD (0.00 + 34.59 + 0.00) = 34.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.87	0.00	-18.06	-1.22	0.00	0.00	0.00	34.59

Segment Leq : 34.59 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 39.99 + 0.00) = 39.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	59.69	0.00	-18.47	-1.23	0.00	0.00	0.00	39.99

Segment Leq : 39.99 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.50	0.00	-13.04	-0.64	0.00	0.00	-9.41	55.41

Segment Leq : 55.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.88	0.00	-13.59	-0.64	0.00	0.00	-9.49	53.16

Segment Leq : 53.16 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.75 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.30	0.00	-0.79	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.01	1.01

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.49	0.00	-15.81	-1.00	0.00	0.00	-11.94	31.75

Segment Leq : 31.75 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 43.01 + 0.00) = 43.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	67.07	0.00	-13.77	-0.95	0.00	0.00	-9.33	43.01

Segment Leq : 43.01 dBA

Total Leq All Segments: 58.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.26
(NIGHT): 58.19

Filename: s_gh5a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5078/433 veh/TimePeriod *
Medium truck volume : 85/7 veh/TimePeriod *
Heavy truck volume : 43/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5649
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25785/2331 veh/TimePeriod *
Medium truck volume : 188/17 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 158.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/313 veh/TimePeriod
Medium truck volume : 33/3 veh/TimePeriod
Heavy truck volume : 17/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14519/2245 veh/TimePeriod *
Medium truck volume : 199/31 veh/TimePeriod *
Heavy truck volume : 99/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17108
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 16876/3437 veh/TimePeriod *
Medium truck volume : 335/68 veh/TimePeriod *
Heavy truck volume : 1424/290 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22430
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.50	0.00	-19.04	-1.38	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.46	0.00	-19.47	-1.39	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.14	0.00	-13.99	-0.84	0.00	0.00	-9.83	55.49

Segment Leq : 55.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.33	0.00	-14.58	-0.84	0.00	0.00	-9.87	52.04

Segment Leq : 52.04 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.26 + 0.00) = 57.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	0.00	0.00	0.00	0.00	0.00	57.26

Segment Leq : 57.26 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.72	0.00	-16.72	-1.17	0.00	0.00	-12.11	35.73

Segment Leq : 35.73 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 46.63 + 0.00) = 46.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	71.88	0.00	-14.53	-1.13	0.00	0.00	-9.59	46.63

Segment Leq : 46.63 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.97 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.89	0.00	-18.06	-1.22	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.00	0.00	-18.48	-1.23	0.00	0.00	0.00	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.98	0.00	-13.14	-0.64	0.00	0.00	-9.42	52.78

Segment Leq : 52.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 51.88 + 0.00) = 51.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.69	0.00	-13.68	-0.64	0.00	0.00	-9.50	51.88

Segment Leq : 51.88 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.75 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.30	0.00	-0.79	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.00	1.00

ROAD (0.00 + 31.84 + 0.00) = 31.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.61	0.00	-15.81	-1.00	0.00	0.00	-11.96	31.84

Segment Leq : 31.84 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	67.98	0.00	-13.77	-0.95	0.00	0.00	-9.33	43.93

Segment Leq : 43.93 dBA

Total Leq All Segments: 56.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.62
(NIGHT): 56.58

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4315/413 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4743
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7601/578 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8190
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20707/4546 veh/TimePeriod *
Medium truck volume : 1044/229 veh/TimePeriod *
Heavy truck volume : 8251/1811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 15805/3416 veh/TimePeriod *
Medium truck volume : 587/127 veh/TimePeriod *
Heavy truck volume : 3915/846 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24696
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.00	0.00	-9.91	0.00	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.23	0.00	-10.23	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.43	2.43

ROAD (0.00 + 74.64 + 0.00) = 74.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-7.58	0.00	0.00	0.00	-4.63	70.01*
-90	90	0.00	82.22	0.00	-7.58	0.00	0.00	0.00	0.00	74.64

* Bright Zone !

Segment Leq : 74.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.10	1.50	2.23	2.23

ROAD (0.00 + 70.68 + 0.00) = 70.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.57	0.00	0.00	0.00	-4.90	65.77*
-90	90	0.00	79.25	0.00	-8.57	0.00	0.00	0.00	0.00	70.68

* Bright Zone !

Segment Leq : 70.68 dBA

Total Leq All Segments: 76.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.60	0.00	-9.82	0.00	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.02	0.00	-10.14	0.00	0.00	0.00	0.00	42.87

Segment Leq : 42.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.80	2.80

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.65	0.00	-7.43	0.00	0.00	0.00	-3.55	67.67*
-90	90	0.00	78.65	0.00	-7.43	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.10	4.50	2.51	2.51

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.61	0.00	-8.45	0.00	0.00	0.00	-4.47	62.68*
-90	90	0.00	75.61	0.00	-8.45	0.00	0.00	0.00	0.00	67.16

* Bright Zone !

Segment Leq : 67.16 dBA

Total Leq All Segments: 72.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.13
(NIGHT): 72.67

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4476/381 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.00 / 174.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 168.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7421/475 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 185.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 187.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20707/4546 veh/TimePeriod *
Medium truck volume : 1044/229 veh/TimePeriod *
Heavy truck volume : 8251/1811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 129.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 127.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8749/1870 veh/TimePeriod *
Medium truck volume : 75/16 veh/TimePeriod *
Heavy truck volume : 37/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 82.39
  
```

Data for Segment # 5: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.00 / 200.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 205.00 / 197.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 0.82 ! 0.82
  
```

ROAD (0.00 + 28.72 + 0.00) = 28.72 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.39 59.28 0.00 -15.03 -0.95 0.00 0.00 -14.58 28.72
-----
  
```

Segment Leq : 28.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	0.70 !	0.70

ROAD (0.00 + 30.06 + 0.00) = 30.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	61.21	0.00	-15.42	-0.96	0.00	0.00	-14.77	30.06

Segment Leq : 30.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.07 !	3.07

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	82.22	0.00	-9.28	-0.11	0.00	0.00	-16.18	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	3.00 !	3.00

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.10	0.00	-9.94	-0.10	0.00	0.00	-16.21	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	62.92	0.00	-12.34	-0.23	0.00	0.00	-18.26	32.09

Segment Leq : 32.09 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.71 !	1.50 !	0.91 !	0.91

ROAD (0.00 + 21.65 + 0.00) = 21.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	51.77	0.00	-14.73	-0.95	0.00	0.00	-14.44	21.65

Segment Leq : 21.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	0.69 !	0.69

ROAD (0.00 + 21.29 + 0.00) = 21.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	52.19	0.00	-15.17	-0.96	0.00	0.00	-14.77	21.29

Segment Leq : 21.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.65	0.00	-8.93	-0.11	0.00	0.00	-16.15	53.47

Segment Leq : 53.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	3.04	!	3.04

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	74.47	0.00	-9.67	-0.10	0.00	0.00	-16.19	48.50

Segment Leq : 48.50 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! 0.97 ! 0.97

ROAD (0.00 + 28.59 + 0.00) = 28.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	59.24	0.00	-12.16	-0.23	0.00	0.00	-18.26	28.59

Segment Leq : 28.59 dBA

Total Leq All Segments: 54.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 54.69

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 4476/381 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6020/386 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6418
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7524/1782 veh/TimePeriod *
Medium truck volume : 54/13 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9406
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 22234/1492 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.71

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB onrmp (day/night)

```

-----
Car traffic volume : 2957/650 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3627
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99
  
```

Data for Segment # 7: 401SB onrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 35.85 + 0.00) = 35.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.28	0.00	-21.97	-1.46	0.00	0.00	0.00	35.85

Segment Leq : 35.85 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 36.60 + 0.00) = 36.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.30	0.00	-22.24	-1.46	0.00	0.00	0.00	36.60

Segment Leq : 36.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.43	2.43

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.86	0.00	-15.92	-0.72	0.00	0.00	-12.14	52.08

Segment Leq : 52.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.51	2.51

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.10	0.00	-16.27	-0.71	0.00	0.00	-11.99	49.13

Segment Leq : 49.13 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 44.34 + 0.00) = 44.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.10	0.00	-16.31	-1.46	0.00	0.00	0.00	44.34

Segment Leq : 44.34 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.53	0.00	-4.96	0.00	0.00	0.00	0.00	58.57

Segment Leq : 58.57 dBA

Results segment # 7: 401SB onrmp (day)

Source height = 0.67 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.49	0.00	-16.88	-1.46	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Total Leq All Segments: 60.02 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 29.40 + 0.00) = 29.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.77	0.00	-21.03	-1.34	0.00	0.00	0.00	29.40

Segment Leq : 29.40 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.31	0.00	-21.35	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.29	0.00	-14.74	-0.51	0.00	0.00	-11.93	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.62	!	2.62

ROAD (0.00 + 47.14 + 0.00) = 47.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.47	0.00	-15.05	-0.50	0.00	0.00	-11.79	47.14

Segment Leq : 47.14 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.82	0.00	-15.19	-1.34	0.00	0.00	0.00	42.29

Segment Leq : 42.29 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.81	0.00	-2.22	0.00	0.00	0.00	0.00	52.59

Segment Leq : 52.59 dBA

Results segment # 7: 401SB onrmp (night)

Source height = 0.63 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.77	0.00	-15.82	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Total Leq All Segments: 55.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.02
(NIGHT): 55.53

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9871/743 veh/TimePeriod *
Medium truck volume : 58/4 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10707
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 15309/1411 veh/TimePeriod *
Medium truck volume : 119/11 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 22234/1492 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.71

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.11	0.00	-22.69	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.91 + 0.00) = 40.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.26	0.00	-22.89	-1.46	0.00	0.00	0.00	40.91

Segment Leq : 40.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.40	2.40

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.86	0.00	-16.57	-0.72	0.00	0.00	-12.17	51.40

Segment Leq : 51.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.49	2.49

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.10	0.00	-16.86	-0.71	0.00	0.00	-12.01	48.52

Segment Leq : 48.52 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.37 + 0.00) = 55.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.53	0.00	-6.70	-1.46	0.00	0.00	0.00	55.37

Segment Leq : 55.37 dBA

Total Leq All Segments: 57.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.63 + 0.00) = 31.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.82	0.00	-21.84	-1.34	0.00	0.00	0.00	31.63

Segment Leq : 31.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 34.51 + 0.00) = 34.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.86	0.00	-22.01	-1.34	0.00	0.00	0.00	34.51

Segment Leq : 34.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.50	2.50

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.29	0.00	-15.46	-0.51	0.00	0.00	-11.99	49.34

Segment Leq : 49.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.47	0.00	-15.72	-0.50	0.00	0.00	-11.84	46.41

Segment Leq : 46.41 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.81	0.00	-4.08	-1.35	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Total Leq All Segments: 53.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.59
(NIGHT): 53.43

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9871/743 veh/TimePeriod *
Medium truck volume : 58/4 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10707
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 15309/1411 veh/TimePeriod *
Medium truck volume : 119/11 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 5016/1188 veh/TimePeriod *
Medium truck volume : 36/9 veh/TimePeriod *
Heavy truck volume : 18/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6270
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.00 / 209.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 203.00 / 206.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 14342/1165 veh/TimePeriod *
Medium truck volume : 134/11 veh/TimePeriod *
Heavy truck volume : 67/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15724
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.49
    
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.11	0.00	-20.84	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.26	0.00	-21.10	-1.46	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.86	0.00	-15.50	-0.85	0.00	0.00	-10.27	54.24

Segment Leq : 54.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.10	0.00	-15.95	-0.85	0.00	0.00	-10.09	51.22

Segment Leq : 51.22 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.83	0.83

ROAD (0.00 + 29.61 + 0.00) = 29.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.34	0.00	-17.09	-1.18	0.00	0.00	-12.46	29.61

Segment Leq : 29.61 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.17	0.00	-14.87	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 33.39 + 0.00) = 33.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.82	0.00	-20.08	-1.34	0.00	0.00	0.00	33.39

Segment Leq : 33.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 36.21 + 0.00) = 36.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.86	0.00	-20.31	-1.34	0.00	0.00	0.00	36.21

Segment Leq : 36.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.56	2.56

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	77.29	0.00	-14.53	-0.65	0.00	0.00	-9.97	52.14

Segment Leq : 52.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.63	2.63

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	74.47	0.00	-14.95	-0.64	0.00	0.00	-9.80	49.07

Segment Leq : 49.07 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	4.50 !	0.86 !	0.86

ROAD (0.00 + 27.56 + 0.00) = 27.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.07	0.00	-16.16	-1.00	0.00	0.00	-12.35	27.56

Segment Leq : 27.56 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.81 m

ROAD (0.00 + 41.41 + 0.00) = 41.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.22	0.00	-14.48	-1.34	0.00	0.00	0.00	41.41

Segment Leq : 41.41 dBA

Total Leq All Segments: 54.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 54.24

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9566/741 veh/TimePeriod *
Medium truck volume : 41/3 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10375
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11187/709 veh/TimePeriod *
Medium truck volume : 54/3 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11982
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11945/2532 veh/TimePeriod *
Medium truck volume : 726/154 veh/TimePeriod *
Heavy truck volume : 5814/1232 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.45
Day (16 hrs) % of Total Volume : 82.51

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 4238/766 veh/TimePeriod *
Medium truck volume : 17/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5033
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 182.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB onramp (day/night)

```

-----
Car traffic volume : 1857/408 veh/TimePeriod *
Medium truck volume : 7/2 veh/TimePeriod *
Heavy truck volume : 4/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 2278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99
  
```

Data for Segment # 6: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 103.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-12.76	-1.46	0.00	0.00	0.00	48.55

Segment Leq : 48.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.51	0.00	-17.91	-1.46	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.92	2.92

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.63	0.00	-10.82	-0.42	0.00	0.00	-14.46	54.93

Segment Leq : 54.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.76	2.76

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.26	0.00	-11.50	-0.43	0.00	0.00	-14.63	52.70

Segment Leq : 52.70 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.74	0.74

ROAD (0.00 + 27.48 + 0.00) = 27.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.15	0.00	-15.77	-1.07	0.00	0.00	-14.83	27.48

Segment Leq : 27.48 dBA

Results segment # 6: 401SB onramp (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.68	1.50	0.82	0.82

ROAD (0.00 + 27.96 + 0.00) = 27.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.61	0.00	-11.90	-1.07	0.00	0.00	-14.67	27.96

Segment Leq : 27.96 dBA

Total Leq All Segments: 57.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-12.48	-1.34	0.00	0.00	0.00	40.92

Segment Leq : 40.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.58	0.00	-17.31	-1.34	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.13	3.13

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.90	0.00	-10.08	-0.18	0.00	0.00	-14.13	52.50

Segment Leq : 52.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.95	2.95

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.90	0.00	-10.70	-0.19	0.00	0.00	-14.34	50.66

Segment Leq : 50.66 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.60	!	4.50	!	0.73	!	0.73

ROAD (0.00 + 24.02 + 0.00) = 24.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	54.62	0.00	-14.90	-0.89	0.00	0.00	-14.80	24.02

Segment Leq : 24.02 dBA

Results segment # 6: 401SB onramp (night)

Source height = 0.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.70	!	4.50	!	0.93	!	0.93

ROAD (0.00 + 25.54 + 0.00) = 25.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	52.15	0.00	-11.33	-0.89	0.00	0.00	-14.39	25.54

Segment Leq : 25.54 dBA

Total Leq All Segments: 54.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.75
(NIGHT): 54.93

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7670/587 veh/TimePeriod *
Medium truck volume : 74/6 veh/TimePeriod *
Heavy truck volume : 190/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8458/905 veh/TimePeriod *
Medium truck volume : 51/5 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.00 / 228.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 223.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 13268/915   veh/TimePeriod *
Medium truck volume :      7/0     veh/TimePeriod *
Heavy truck volume  :      3/0     veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14193
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.05
Heavy Truck % of Total Volume     : 0.02
Day (16 hrs) % of Total Volume    : 93.55
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 28.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-17.33	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.47	0.00	-17.79	-1.46	0.00	0.00	0.00	43.22

Segment Leq : 43.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-13.98	-0.57	0.00	0.00	-13.33	53.91

Segment Leq : 53.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.54	2.54

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.26	0.00	-14.49	-0.58	0.00	0.00	-13.53	50.66

Segment Leq : 50.66 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.38	0.00	-5.68	-1.46	0.00	0.00	0.00	54.24

Segment Leq : 54.24 dBA

Total Leq All Segments: 58.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 39.19 + 0.00) = 39.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.76	0.00	-16.26	-1.32	0.00	0.00	0.00	39.19

Segment Leq : 39.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 37.58 + 0.00) = 37.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.79	0.00	-16.87	-1.34	0.00	0.00	0.00	37.58

Segment Leq : 37.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 51.96 + 0.00) = 51.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.22	0.00	-12.82	-0.34	0.00	0.00	-13.09	51.96

Segment Leq : 51.96 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.68	!	2.68

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.90	0.00	-13.32	-0.35	0.00	0.00	-13.31	48.92

Segment Leq : 48.92 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.69	0.00	-4.34	-1.35	0.00	0.00	0.00	46.99

Segment Leq : 46.99 dBA

Total Leq All Segments: 54.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.38
(NIGHT): 54.76

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.00 / 198.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 209.00 / 188.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 13268/915   veh/TimePeriod  *
Medium truck volume :      7/0     veh/TimePeriod  *
Heavy truck volume  :      3/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14193
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.05
Heavy Truck % of Total Volume     : 0.02
Day (16 hrs) % of Total Volume   : 93.55
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 131.00 / 128.00 m
Receiver height :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.00	0.00	-16.36	-1.46	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-16.88	-1.46	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-13.43	-0.57	0.00	0.00	-13.30	54.49

Segment Leq : 54.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.26	0.00	-14.17	-0.58	0.00	0.00	-13.51	51.01

Segment Leq : 51.01 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.38	0.00	-9.41	0.00	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Total Leq All Segments: 57.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

ROAD (0.00 + 38.09 + 0.00) = 38.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	53.83	0.00	-14.43	-1.31	0.00	0.00	0.00	38.09

Segment Leq : 38.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.88 + 0.00) = 37.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.39	0.00	-15.17	-1.34	0.00	0.00	0.00	37.88

Segment Leq : 37.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.22	0.00	-11.87	-0.34	0.00	0.00	-12.97	53.04

Segment Leq : 53.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 49.69 + 0.00) = 49.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.90	0.00	-12.63	-0.35	0.00	0.00	-13.23	49.69

Segment Leq : 49.69 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 43.37 + 0.00) = 43.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.69	0.00	-9.31	0.00	0.00	0.00	0.00	43.37

Segment Leq : 43.37 dBA

Total Leq All Segments: 55.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.88
(NIGHT): 55.17

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.00 / 112.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! 2.29 ! 2.29
```

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.30 61.00 0.00 -5.69 -0.78 0.00 0.00 -14.03 40.50
-----
```

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.62 !	1.62

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.76	0.00	-7.02	-0.81	0.00	0.00	-15.01	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.79	0.00	-9.84	-0.71	0.00	0.00	-11.36	59.87

Segment Leq : 59.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.28	!	1.50	!	2.76	!	2.76

ROAD (0.00 + 55.83 + 0.00) = 55.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.26	0.00	-11.00	-0.72	0.00	0.00	-11.71	55.83

Segment Leq : 55.83 dBA

Total Leq All Segments: 61.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
1.38	!	4.50	!	2.63	!	2.63

ROAD (0.00 + 34.35 + 0.00) = 34.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	53.83	0.00	-5.67	-0.57	0.00	0.00	-13.24	34.35

Segment Leq : 34.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	1.92 !	1.92

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.39	0.00	-6.84	-0.61	0.00	0.00	-14.39	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.28 !	3.28

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.22	0.00	-9.32	-0.50	0.00	0.00	-10.70	57.71

Segment Leq : 57.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 3.01 ! 3.01

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.90	0.00	-10.36	-0.50	0.00	0.00	-11.19	53.84

Segment Leq : 53.84 dBA

Total Leq All Segments: 59.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.38
(NIGHT): 59.23

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.00 / 217.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 228.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15886/3421 veh/TimePeriod *
Medium truck volume : 1088/234 veh/TimePeriod *
Heavy truck volume : 9048/1948 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10232/2358 veh/TimePeriod *
Medium truck volume : 550/127 veh/TimePeriod *
Heavy truck volume : 3960/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.00	0.00	-19.09	-1.46	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-19.62	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.30	3.30

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.50	0.00	-8.51	-0.26	0.00	0.00	-15.29	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	3.00	3.00

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	79.07	0.00	-9.66	-0.27	0.00	0.00	-15.45	53.68

Segment Leq : 53.68 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.04	0.00	-8.96	-1.46	0.00	0.00	0.00	55.62

Segment Leq : 55.62 dBA

Total Leq All Segments: 61.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.83	0.00	-19.26	-1.46	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.39	0.00	-19.77	-1.46	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.84	0.00	-8.76	-0.26	0.00	0.00	-15.33	54.48

Segment Leq : 54.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.97	!	2.97

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	75.71	0.00	-9.86	-0.27	0.00	0.00	-15.47	50.10

Segment Leq : 50.10 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.99	0.00	-9.62	-1.46	0.00	0.00	0.00	46.91

Segment Leq : 46.91 dBA

Total Leq All Segments: 56.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.21
(NIGHT): 56.40

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11025/995 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 72/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12257
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11425/750 veh/TimePeriod *
Medium truck volume : 159/10 veh/TimePeriod *
Heavy truck volume : 79/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 200.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10744/1905 veh/TimePeriod *
Medium truck volume : 768/136 veh/TimePeriod *
Heavy truck volume : 6506/1154 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.11
Day (16 hrs) % of Total Volume : 84.94

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 72.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10232/2358 veh/TimePeriod *
Medium truck volume : 550/127 veh/TimePeriod *
Heavy truck volume : 3960/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 7213/1752 veh/TimePeriod *
Medium truck volume : 92/22 veh/TimePeriod *
Heavy truck volume : 46/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 80.46

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.47	0.00	-12.65	0.00	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 51.87 + 0.00) = 51.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-12.83	0.00	0.00	0.00	0.00	51.87

Segment Leq : 51.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 57.24 + 0.00) = 57.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.05	0.00	-9.38	0.00	0.00	0.00	-14.42	57.24

Segment Leq : 57.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.76	!	2.76

ROAD (0.00 + 54.43 + 0.00) = 54.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-10.00	0.00	0.00	0.00	-14.63	54.43

Segment Leq : 54.43 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.35	1.35

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.59	0.00	-9.07	0.00	0.00	0.00	-12.39	41.13

Segment Leq : 41.13 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-4.26	0.00	0.00	0.00	0.00	61.78

Segment Leq : 61.78 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.95	0.00	-10.98	0.00	0.00	0.00	0.00	45.97

Segment Leq : 45.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.83	0.00	-11.25	0.00	0.00	0.00	0.00	44.58

Segment Leq : 44.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.80	3.80

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-6.81	0.00	0.00	0.00	-13.31	56.42

Segment Leq : 56.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	3.39	3.39

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.71	0.00	-7.88	0.00	0.00	0.00	-13.85	53.98

Segment Leq : 53.98 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	2.40	!	2.40

ROAD (0.00 + 43.04 + 0.00) = 43.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.43	0.00	-5.80	0.00	0.00	0.00	-10.59	43.04

Segment Leq : 43.04 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-8.99	0.00	0.00	0.00	0.00	49.00

Segment Leq : 49.00 dBA

Total Leq All Segments: 59.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 59.33

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 13415/1046 veh/TimePeriod *
Medium truck volume : 197/15 veh/TimePeriod *
Heavy truck volume : 99/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.77

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.50 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.00 / 60.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.43 ! 1.43
  
```

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.49 0.00 -11.58 0.00 0.00 0.00 -5.76 48.15
-----
  
```

Segment Leq : 48.15 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-5.80	0.00	0.00	0.00	0.00	60.24

Segment Leq : 60.24 dBA

Total Leq All Segments: 60.50 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.03	4.03

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-11.64	0.00	0.00	0.00	-3.02	42.78*
-90	90	0.00	57.45	0.00	-11.64	0.00	0.00	0.00	0.00	45.80

* Bright Zone !

Segment Leq : 45.80 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-6.02	0.00	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Total Leq All Segments: 52.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.50
(NIGHT): 52.91

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 13415/1046 veh/TimePeriod *
Medium truck volume : 197/15 veh/TimePeriod *
Heavy truck volume : 99/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.77

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.28	0.00	0.00	0.00	0.00	57.21

Segment Leq : 57.21 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 62.24 + 0.00) = 62.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-3.80	0.00	0.00	0.00	0.00	62.24

Segment Leq : 62.24 dBA

Total Leq All Segments: 63.43 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.93 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-8.41	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-4.15	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.43
(NIGHT): 55.08

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 13784/2968 veh/TimePeriod *
Medium truck volume : 944/203 veh/TimePeriod *
Heavy truck volume : 7850/1691 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-14.91	-1.42	0.00	0.00	0.00	63.79

Segment Leq : 63.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.88	0.00	-13.31	-1.41	0.00	0.00	0.00	67.16

Segment Leq : 67.16 dBA

Total Leq All Segments: 68.80 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 60.76 + 0.00) = 60.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-14.26	-1.26	0.00	0.00	0.00	60.76

Segment Leq : 60.76 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-12.78	-1.25	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Total Leq All Segments: 65.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.80
(NIGHT): 65.82

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11025/995 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 72/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12257
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11425/750 veh/TimePeriod *
Medium truck volume : 159/10 veh/TimePeriod *
Heavy truck volume : 79/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 13784/2968 veh/TimePeriod *
Medium truck volume : 944/203 veh/TimePeriod *
Heavy truck volume : 7850/1691 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

```

-----
Car traffic volume : 23466/1823 veh/TimePeriod *
Medium truck volume : 316/25 veh/TimePeriod *
Heavy truck volume : 158/12 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25800
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.79
  
```

Data for Segment # 5: Talbot Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 45.90 + 0.00) = 45.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.11	-1.46	0.00	0.00	0.00	45.90

Segment Leq : 45.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-17.42	-1.46	0.00	0.00	0.00	45.83

Segment Leq : 45.83 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-24.95	-1.42	0.00	0.00	0.00	53.75

Segment Leq : 53.75 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 55.82 + 0.00) = 55.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.88	0.00	-24.65	-1.41	0.00	0.00	0.00	55.82

Segment Leq : 55.82 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.90 m

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.92	0.00	-9.99	-1.46	0.00	0.00	0.00	59.47

Segment Leq : 59.47 dBA

Total Leq All Segments: 61.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.95	0.00	-16.50	-1.34	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 37.71 + 0.00) = 37.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.83	0.00	-16.78	-1.33	0.00	0.00	0.00	37.71

Segment Leq : 37.71 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-23.58	-1.26	0.00	0.00	0.00	51.44

Segment Leq : 51.44 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-23.34	-1.25	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.90 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.82	0.00	-9.90	-1.33	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

Total Leq All Segments: 57.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.99
(NIGHT): 57.23

Filename: s_Bgh_1a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/997 veh/TimePeriod *
Medium truck volume : 613/118 veh/TimePeriod *
Heavy truck volume : 6108/1172 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14206
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 228.50 / 3.10 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2232/1152 veh/TimePeriod *
Medium truck volume : 330/170 veh/TimePeriod *
Heavy truck volume : 3297/1701 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.63
Heavy Truck % of Total Volume : 56.27
Day (16 hrs) % of Total Volume : 65.96

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 245.50 / 248.50 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

```
-----
Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 4: 401 NB ramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00
```

Road data, segment # 5: 401SR toEC S (day/night)

```
-----
Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50
```

Data for Segment # 5: 401SR toEC S (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00
```

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1053/501 veh/TimePeriod *
Medium truck volume : 60/28 veh/TimePeriod *
Heavy truck volume : 595/283 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 67.76

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13820/1515 veh/TimePeriod *
Medium truck volume : 556/61 veh/TimePeriod *
Heavy truck volume : 1032/113 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17098
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 6.70
Day (16 hrs) % of Total Volume : 90.12

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.11	8.11

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.61	0.00	-16.01	-0.84	0.00	0.00	-10.94	52.82

Segment Leq : 52.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.13	8.13

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.90	0.00	-16.41	-0.84	0.00	0.00	-10.89	49.76

Segment Leq : 49.76 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.08 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.38	0.00	-20.23	-1.16	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 0.80 m

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.83	0.00	-13.76	-0.61	0.00	0.00	0.00	45.46

Segment Leq : 45.46 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	65.99	0.00	-16.69	-0.64	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-23.28	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-23.63	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.61 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.85	0.00	-5.56	0.00	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 66.34 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	-1.45	4.55

ROAD (0.00 + 43.31 + 0.00) = 43.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.45	0.00	-15.00	-0.64	0.00	0.00	-17.51	43.31

Segment Leq : 43.31 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.25	8.25

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.04	0.00	-15.37	-0.64	0.00	0.00	-10.64	51.39

Segment Leq : 51.39 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.08 m

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	65.59	0.00	-19.06	-0.99	0.00	0.00	0.00	45.54

Segment Leq : 45.54 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 0.73 m

ROAD (0.00 + 38.47 + 0.00) = 38.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.14	51.72	0.00	-12.85	-0.40	0.00	0.00	0.00	38.47

Segment Leq : 38.47 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	65.77	0.00	-15.55	-0.42	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.10	-1.31	0.00	0.00	0.00	45.28

Segment Leq : 45.28 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-22.48	-1.31	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.61 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.26	0.00	-5.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 60.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.34
(NIGHT): 60.65

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.00 / 296.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.00 / 320.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.08 + 0.00) = 62.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	81.47	0.00	-18.37	-1.03	0.00	0.00	0.00	62.08

Segment Leq : 62.08 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.63 + 0.00) = 58.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.51	0.00	-18.85	-1.03	0.00	0.00	0.00	58.63

Segment Leq : 58.63 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.50 + 0.00) = 50.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-23.63	-1.46	0.00	0.00	0.00	50.50

Segment Leq : 50.50 dBA

Total Leq All Segments: 64.61 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.50	0.00	-17.27	-0.84	0.00	0.00	0.00	60.39

Segment Leq : 60.39 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	76.88	0.00	-17.72	-0.84	0.00	0.00	0.00	58.32

Segment Leq : 58.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.69 + 0.00) = 44.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-22.48	-1.31	0.00	0.00	0.00	44.69

Segment Leq : 44.69 dBA

Total Leq All Segments: 62.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.61
(NIGHT): 62.88

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/997 veh/TimePeriod *
Medium truck volume : 613/118 veh/TimePeriod *
Heavy truck volume : 6108/1172 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14206
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2232/1152 veh/TimePeriod *
Medium truck volume : 330/170 veh/TimePeriod *
Heavy truck volume : 3297/1701 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.63
Heavy Truck % of Total Volume : 56.27
Day (16 hrs) % of Total Volume : 65.96

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1053/501 veh/TimePeriod *
Medium truck volume : 60/28 veh/TimePeriod *
Heavy truck volume : 595/283 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 67.76

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13820/1515 veh/TimePeriod *
Medium truck volume : 556/61 veh/TimePeriod *
Heavy truck volume : 1032/113 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17098
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 6.70
Day (16 hrs) % of Total Volume : 90.12
    
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.61	0.00	-17.46	-1.09	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.90	0.00	-17.89	-1.09	0.00	0.00	0.00	58.93

Segment Leq : 58.93 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.08 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.38	0.00	-20.23	-1.16	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 0.80 m

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.83	0.00	-13.76	-0.61	0.00	0.00	0.00	45.46

Segment Leq : 45.46 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	65.99	0.00	-16.69	-0.64	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-23.28	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-23.63	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.61 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.85	0.00	-5.56	0.00	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 68.07 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.10 + 0.00) = 59.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.45	0.00	-16.45	-0.90	0.00	0.00	0.00	59.10

Segment Leq : 59.10 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.04	0.00	-16.85	-0.90	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.08 m

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	65.59	0.00	-19.06	-0.99	0.00	0.00	0.00	45.54

Segment Leq : 45.54 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 0.73 m

ROAD (0.00 + 38.47 + 0.00) = 38.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.14	51.72	0.00	-12.85	-0.40	0.00	0.00	0.00	38.47

Segment Leq : 38.47 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	65.77	0.00	-15.55	-0.42	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.10	-1.31	0.00	0.00	0.00	45.28

Segment Leq : 45.28 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-22.48	-1.31	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.61 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.26	0.00	-5.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 64.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.07
(NIGHT): 64.60

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 21590/1776 veh/TimePeriod *
Medium truck volume : 351/29 veh/TimePeriod *
Heavy truck volume : 1272/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 216.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 6: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.76	0.00	-25.24	-1.45	0.00	0.00	0.00	45.06

Segment Leq : 45.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.47	0.00	-14.22	-0.57	0.00	0.00	-13.34	53.34

Segment Leq : 53.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.51	0.00	-14.63	-0.57	0.00	0.00	-13.36	49.95

Segment Leq : 49.95 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-22.50	-1.46	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.53 + 0.00) = 50.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-5.46	-1.46	0.00	0.00	0.00	50.53

Segment Leq : 50.53 dBA

Total Leq All Segments: 59.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 38.80 + 0.00) = 38.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.93	0.00	-23.83	-1.30	0.00	0.00	0.00	38.80

Segment Leq : 38.80 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.50	0.00	-13.23	-0.34	0.00	0.00	-13.13	51.80

Segment Leq : 51.80 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.88	0.00	-13.60	-0.34	0.00	0.00	-13.17	49.77

Segment Leq : 49.77 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-21.19	-1.31	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-2.34	-1.35	0.00	0.00	0.00	46.81

Segment Leq : 46.81 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.14
(NIGHT): 55.95

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 26692/2195 veh/TimePeriod *
Medium truck volume : 433/36 veh/TimePeriod *
Heavy truck volume : 1573/129 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC E rp2 401 (day/night)

Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: EC E rp2 401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.68	0.00	-22.18	-1.45	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.09	3.09

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.14	0.00	-9.38	-0.57	0.00	0.00	-12.90	57.29

Segment Leq : 57.29 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.33	0.00	-10.40	-0.57	0.00	0.00	-13.04	53.32

Segment Leq : 53.32 dBA

Results segment # 4: EC E rp2 401 (day)

Source height = 2.08 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	59.13	0.00	-14.46	-1.43	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.80 + 0.00) = 52.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-22.08	-1.46	0.00	0.00	0.00	52.80

Segment Leq : 52.80 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-22.50	-1.46	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 0.80 m

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.83	0.00	-24.80	-1.46	0.00	0.00	0.00	33.57

Segment Leq : 33.57 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.29	0.00	0.00	0.00	0.00	54.16

Segment Leq : 54.16 dBA

Total Leq All Segments: 61.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 42.49 + 0.00) = 42.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.84	0.00	-21.04	-1.30	0.00	0.00	0.00	42.49

Segment Leq : 42.49 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 54.45 + 0.00) = 54.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.98	0.00	-8.85	-0.34	0.00	0.00	-12.34	54.45

Segment Leq : 54.45 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.22	3.22

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.69	0.00	-9.76	-0.34	0.00	0.00	-12.58	53.01

Segment Leq : 53.01 dBA

Results segment # 4: EC E rp2 401 (night)

Source height = 2.08 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.34	0.00	-13.04	-1.27	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-20.71	-1.31	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-21.19	-1.31	0.00	0.00	0.00	45.92

Segment Leq : 45.92 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 26.62 + 0.00) = 26.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.72	0.00	-23.76	-1.34	0.00	0.00	0.00	26.62

Segment Leq : 26.62 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-1.46	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.61
(NIGHT): 58.83

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 21590/1776 veh/TimePeriod *
Medium truck volume : 351/29 veh/TimePeriod *
Heavy truck volume : 1272/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 2: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 3: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

```

-----
Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14
  
```

Data for Segment # 7: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-6.51	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 59.49 + 0.00) = 59.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.76	0.00	-12.27	0.00	0.00	0.00	0.00	59.49

Segment Leq : 59.49 dBA

Results segment # 3: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.47	0.00	-12.76	-0.57	0.00	0.00	-13.25	54.89

Segment Leq : 54.89 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.51	0.00	-13.26	-0.57	0.00	0.00	-13.29	51.39

Segment Leq : 51.39 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-24.44	-1.46	0.00	0.00	0.00	49.70

Segment Leq : 49.70 dBA

Total Leq All Segments: 62.25 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-0.87	-1.35	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 51.71 + 0.00) = 51.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-12.22	0.00	0.00	0.00	0.00	51.71

Segment Leq : 51.71 dBA

Results segment # 3: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.50	0.00	-11.90	-0.34	0.00	0.00	-12.97	53.29

Segment Leq : 53.29 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.88	0.00	-12.36	-0.34	0.00	0.00	-13.03	51.15

Segment Leq : 51.15 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-23.24	-1.31	0.00	0.00	0.00	43.93

Segment Leq : 43.93 dBA

Total Leq All Segments: 57.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.25
(NIGHT): 57.94

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27212/2774 veh/TimePeriod *
Medium truck volume : 335/34 veh/TimePeriod *
Heavy truck volume : 169/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 26692/2195 veh/TimePeriod *
Medium truck volume : 433/36 veh/TimePeriod *
Heavy truck volume : 1573/129 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 3: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB offrmp (day/night)

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-----
Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50
  
```

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-6.51	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.31	0.00	-22.10	-1.46	0.00	0.00	0.00	44.76

Segment Leq : 44.76 dBA

Results segment # 3: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.68	0.00	-20.36	-1.45	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.57	3.57

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.14	0.00	-6.55	-0.57	0.00	0.00	-12.32	60.70

Segment Leq : 60.70 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.33	0.00	-8.26	-0.57	0.00	0.00	-12.72	55.78

Segment Leq : 55.78 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-24.11	-1.46	0.00	0.00	0.00	50.78

Segment Leq : 50.78 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-24.44	-1.46	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 0.80 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.83	0.00	-20.70	-1.46	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Total Leq All Segments: 63.04 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-0.87	-1.35	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.39	0.00	-21.21	-1.33	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 44.36 + 0.00) = 44.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.84	0.00	-19.17	-1.30	0.00	0.00	0.00	44.36

Segment Leq : 44.36 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 58.01 + 0.00) = 58.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.98	0.00	-6.34	-0.34	0.00	0.00	-11.29	58.01

Segment Leq : 58.01 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.61	!	3.61

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.69	0.00	-7.85	-0.34	0.00	0.00	-12.01	55.49

Segment Leq : 55.49 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.87	-1.31	0.00	0.00	0.00	44.51

Segment Leq : 44.51 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-23.24	-1.31	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 8: 401SB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 30.43 + 0.00) = 30.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.72	0.00	-19.94	-1.34	0.00	0.00	0.00	30.43

Segment Leq : 30.43 dBA

Total Leq All Segments: 60.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.04
(NIGHT): 60.58

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 55.80 + 0.00) = 55.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.44	0.00	-5.64	0.00	0.00	0.00	0.00	55.80

Segment Leq : 55.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 52.33 + 0.00) = 52.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.09	0.00	-13.31	-1.46	0.00	0.00	0.00	52.33

Segment Leq : 52.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.47	0.00	-10.66	-0.42	0.00	0.00	-14.41	55.99

Segment Leq : 55.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.89	2.89

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.51	0.00	-11.33	-0.42	0.00	0.00	-14.47	52.29

Segment Leq : 52.29 dBA

Total Leq All Segments: 60.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

ROAD (0.00 + 48.91 + 0.00) = 48.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-4.96	0.00	0.00	0.00	0.00	48.91

Segment Leq : 48.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.69	0.00	-17.40	-1.34	0.00	0.00	0.00	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.50	0.00	-9.24	-0.18	0.00	0.00	-13.92	55.16

Segment Leq : 55.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.19 ! 3.19

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-9.90	-0.18	0.00	0.00	-14.06	52.74

Segment Leq : 52.74 dBA

Total Leq All Segments: 57.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.48
(NIGHT): 57.83

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5078/433 veh/TimePeriod *
Medium truck volume : 85/7 veh/TimePeriod *
Heavy truck volume : 43/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5649
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25785/2331 veh/TimePeriod *
Medium truck volume : 188/17 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 86.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 92.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.50	0.00	-5.64	0.00	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.46	0.00	-13.31	-1.46	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 56.38 + 0.00) = 56.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.14	0.00	-7.73	-0.10	0.00	0.00	-15.94	56.38

Segment Leq : 56.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.33	0.00	-8.60	-0.10	0.00	0.00	-16.05	52.58

Segment Leq : 52.58 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.97 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.89	0.00	-4.96	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.00	0.00	-17.41	-1.34	0.00	0.00	0.00	41.25

Segment Leq : 41.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 54.05 + 0.00) = 54.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.98	0.00	-6.56	0.00	0.00	0.00	-15.37	54.05

Segment Leq : 54.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.81 ! 3.81

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.69	0.00	-7.58	0.00	0.00	0.00	-15.59	52.52

Segment Leq : 52.52 dBA

Total Leq All Segments: 57.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 57.20

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
  
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 2.50 ! 4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	46.40	!	46.40
3.Hwy 401 SB	!	2.40	!	55.89	!	55.89
4.Hwy 401 NB	!	2.40	!	55.14	!	55.14
5.401NB offrmp	!	0.90	!	49.51	!	49.51
6.401SB on rmp	!	1.69	!	52.13	!	52.13
		Total				60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
(NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
    
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-12.32	-0.64	0.00	0.00	-13.12	51.90

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.05	!	1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-13.43	-1.00	0.00	0.00	-11.81	34.57

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.69 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.89	!	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.24 76.91 0.00 -12.25 -0.64 0.00 0.00 -9.27 54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.06	!	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.41 61.00 0.00 -13.43 -1.00 0.00 0.00 -11.79 34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 6: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21
  
```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----
  
```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.17	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.49	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.63 !	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.69 !	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.92 !	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46
  
```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	0.85	!	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.66	!	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
  
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
  
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.81 !	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.10	!	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	3.20 !	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
  
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
  
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.87	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.06	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.44	0.00	-14.15	-0.60	0.00	0.00	-16.66	28.02

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
  
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.66	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.91	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.08	4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume  : 0/0       veh/TimePeriod *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume      : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          : 0          (No woods.)
No of house rows    : 0 / 0
Surface            : 1          (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height     : 1.50 / 4.50 m
Topography         : 2          (Flat/gentle slope; with barrier)
Barrier angle1     : -90.00 deg  Angle2 : 90.00 deg
Barrier height     : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation   : 0.00 m
Receiver elevation  : 0.00 m
Barrier elevation   : 2.00 m
Reference angle    : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.97 !      1.50 !     -0.51 !      1.49
  
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
    -90    90   0.53  61.99   0.00 -16.55  -1.23   0.00   0.00 -13.56  30.65
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
  
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.10 !	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.29	3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.46	3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

```
-----
Car traffic volume : 686/94    veh/TimePeriod
Medium truck volume : 9/1      veh/TimePeriod
Heavy truck volume : 4/1      veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
```

Data for Segment # 5: 401_NB_ONRP (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface        : 1          (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 2          (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg  Angle2 : 90.00 deg
Barrier height  : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Road data, segment # 6: 401_SB_ONRP (day/night)

```
-----
Car traffic volume : 4122/930  veh/TimePeriod *
Medium truck volume : 78/18   veh/TimePeriod *
Heavy truck volume : 278/63   veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.75
Heavy Truck % of Total Volume    : 6.20
Day (16 hrs) % of Total Volume   : 81.59
```

Data for Segment # 6: 401_SB_ONRP (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface        : 1          (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1          (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.01 !	4.50 !	1.08 !	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06  34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06  35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72  56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.74	2.74

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.78	0.00	-12.80	-0.71	0.00	0.00	-11.68	53.59

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.98	0.98

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.08	0.00	-14.59	-1.06	0.00	0.00	-14.37	33.06

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.52	1.52

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-4.57	0.00	0.00	0.00	-8.41	55.25

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 228.50 / 231.50 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 245.50 / 3.10 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.11	8.11

ROAD (0.00 + 53.53 + 0.00) = 53.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.33	0.00	-16.01	-0.84	0.00	0.00	-10.94	53.53

Segment Leq : 53.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.13	8.13

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.76	0.00	-16.41	-0.84	0.00	0.00	-10.89	49.61

Segment Leq : 49.61 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	66.80	0.00	-16.69	-0.64	0.00	0.00	0.00	49.47

Segment Leq : 49.47 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 67.10 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.24	8.24

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.30	0.00	-15.00	-0.64	0.00	0.00	-10.67	50.99

Segment Leq : 50.99 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	-1.45	!	4.55

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	80.60	0.00	-15.37	-0.64	0.00	0.00	-17.51	47.09

Segment Leq : 47.09 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

Segment Leq : 50.62 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-22.23	-1.32	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 61.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.10
(NIGHT): 61.49

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Page 5

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Page 6

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

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Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 8

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 9

Road data, segment # 9: Malden Rd. (day/night)

Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87

Data for Segment # 9: Malden Rd. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.33	0.00	-17.46	-1.09	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

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Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.78 + 0.00) = 58.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.76	0.00	-17.89	-1.09	0.00	0.00	0.00	58.78

Segment Leq : 58.78 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	66.80	0.00	-16.69	-0.64	0.00	0.00	0.00	49.47

Segment Leq : 49.47 dBA

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Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 68.73 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.30	0.00	-16.45	-0.90	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	80.60	0.00	-16.85	-0.90	0.00	0.00	0.00	62.85

Segment Leq : 62.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

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Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

Segment Leq : 50.62 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

 -90 90 0.58 67.69 0.00 -22.23 -1.32 0.00 0.00 0.00 44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 66.18 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 68.73
 (NIGHT): 66.18

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

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Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

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24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87

```

Data for Segment # 9: Malden Rd. (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.33	0.00	-17.46	-1.09	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.78 + 0.00) = 58.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.76	0.00	-17.89	-1.09	0.00	0.00	0.00	58.78

Segment Leq : 58.78 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	66.80	0.00	-15.88	-0.50	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 68.74 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.30	0.00	-16.45	-0.90	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	80.60	0.00	-16.85	-0.90	0.00	0.00	0.00	62.85

Segment Leq : 62.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	66.59	0.00	-14.74	-0.26	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-22.23	-1.32	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 66.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.74
(NIGHT): 66.21

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 29267/2414 veh/TimePeriod *
Medium truck volume : 490/40 veh/TimePeriod *
Heavy truck volume : 1852/153 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC E rp2 401 (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: EC E rp2 401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.31	0.00	-22.17	-1.45	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.09	3.09

ROAD (0.00 + 58.00 + 0.00) = 58.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.86	0.00	-9.38	-0.57	0.00	0.00	-12.90	58.00

Segment Leq : 58.00 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.24	0.00	-10.40	-0.57	0.00	0.00	-13.04	54.24

Segment Leq : 54.24 dBA

Results segment # 4: EC E rp2 401 (day)

Source height = 2.11 m

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	59.82	0.00	-14.45	-1.43	0.00	0.00	0.00	43.94

Segment Leq : 43.94 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-22.08	-1.46	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 2.14 m

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.98	0.00	-24.51	-1.42	0.00	0.00	0.00	44.04

Segment Leq : 44.04 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.29	0.00	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Total Leq All Segments: 61.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 43.15 + 0.00) = 43.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.48	0.00	-21.03	-1.30	0.00	0.00	0.00	43.15

Segment Leq : 43.15 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 55.30 + 0.00) = 55.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.83	0.00	-8.85	-0.34	0.00	0.00	-12.34	55.30

Segment Leq : 55.30 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.22	3.22

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.91	0.00	-9.76	-0.34	0.00	0.00	-12.58	54.23

Segment Leq : 54.23 dBA

Results segment # 4: EC E rp2 401 (night)

Source height = 2.11 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.78	0.00	-13.04	-1.27	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 45.52 + 0.00) = 45.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-20.84	-1.32	0.00	0.00	0.00	45.52

Segment Leq : 45.52 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-21.29	-1.32	0.00	0.00	0.00	45.09

Segment Leq : 45.09 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 2.14 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.99	0.00	-23.13	-1.27	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-1.46	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.98
(NIGHT): 59.42

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 23672/1953 veh/TimePeriod *
Medium truck volume : 396/33 veh/TimePeriod *
Heavy truck volume : 1498/124 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 216.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 340.00 / 332.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: Spring Garde (day/night)

 Car traffic volume : 4916/422 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 6: Spring Garde (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.00 / 21.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 1.56 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.39	0.00	-25.23	-1.45	0.00	0.00	0.00	45.70

Segment Leq : 45.70 dBA

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Results segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.49	0.00	-14.22	-0.57	0.00	0.00	-13.34	54.36

Segment Leq : 54.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 50.75 + 0.00) = 50.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.32	0.00	-14.63	-0.57	0.00	0.00	-13.36	50.75

Segment Leq : 50.75 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

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Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.66 76.41 0.00 -22.50 -1.46 0.00 0.00 0.00 52.45

Segment Leq : 52.45 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.66 56.98 0.00 -5.46 -1.46 0.00 0.00 0.00 50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 59.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.57 64.57 0.00 -23.82 -1.30 0.00 0.00 0.00 39.45

Segment Leq : 39.45 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.12 79.74 0.00 -13.23 -0.34 0.00 0.00 -13.13 53.03

Segment Leq : 53.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.98	0.00	-13.60	-0.34	0.00	0.00	-13.17	50.87

Segment Leq : 50.87 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

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Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 56.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.74
(NIGHT): 56.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 23672/1953 veh/TimePeriod *
Medium truck volume : 396/33 veh/TimePeriod *
Heavy truck volume : 1498/124 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 2: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 3: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

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Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65
  
```

Data for Segment # 7: EC Row WB (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.98	0.00	-6.51	-1.46	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.39	0.00	-12.27	0.00	0.00	0.00	0.00	60.12

Segment Leq : 60.12 dBA

Results segment # 3: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.49	0.00	-12.76	-0.57	0.00	0.00	-13.25	55.91

Segment Leq : 55.91 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.32	0.00	-13.26	-0.57	0.00	0.00	-13.29	52.20

Segment Leq : 52.20 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-12.22	0.00	0.00	0.00	0.00	52.36

Segment Leq : 52.36 dBA

Results segment # 3: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.74	0.00	-11.90	-0.34	0.00	0.00	-12.97	54.53

Segment Leq : 54.53 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.98	0.00	-12.36	-0.34	0.00	0.00	-13.03	52.25

Segment Leq : 52.25 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Total Leq All Segments: 58.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.91
(NIGHT): 58.76

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29320/3006 veh/TimePeriod *
Medium truck volume : 370/38 veh/TimePeriod *
Heavy truck volume : 185/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 29267/2414 veh/TimePeriod *
Medium truck volume : 490/40 veh/TimePeriod *
Heavy truck volume : 1852/153 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 3: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB offrmp (day/night)

```

-----
Car traffic volume : 4034/507   veh/TimePeriod *
Medium truck volume : 109/14    veh/TimePeriod *
Heavy truck volume  : 1089/137  veh/TimePeriod *
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 2.08
Heavy Truck % of Total Volume       : 20.82
Day (16 hrs) % of Total Volume      : 88.83
  
```

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          : 0           (No woods.)
No of house rows    : 0 / 0
Surface             : 1           (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height     : 1.50 / 4.50 m
Topography          : 1           (Flat/gentle slope; no barrier)
Reference angle     : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.98	0.00	-6.51	-1.46	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.66	0.00	-22.10	-1.46	0.00	0.00	0.00	45.11

Segment Leq : 45.11 dBA

Results segment # 3: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.31	0.00	-20.35	-1.45	0.00	0.00	0.00	51.51

Segment Leq : 51.51 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.57	3.57

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.86	0.00	-6.55	-0.57	0.00	0.00	-12.32	61.42

Segment Leq : 61.42 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.24	0.00	-8.26	-0.57	0.00	0.00	-12.72	56.69

Segment Leq : 56.69 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-24.11	-1.46	0.00	0.00	0.00	50.07

Segment Leq : 50.07 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 2.14 m

ROAD (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.98	0.00	-20.46	-1.42	0.00	0.00	0.00	48.09

Segment Leq : 48.09 dBA

Total Leq All Segments: 63.74 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.78	0.00	-21.21	-1.33	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.48	0.00	-19.16	-1.30	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 58.87 + 0.00) = 58.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.83	0.00	-6.34	-0.34	0.00	0.00	-11.29	58.87

Segment Leq : 58.87 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.61	3.61

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.91	0.00	-7.85	-0.34	0.00	0.00	-12.01	56.71

Segment Leq : 56.71 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-23.01	-1.32	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-23.35	-1.32	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Results segment # 8: 401SB offrmp (night)

Source height = 2.14 m

ROAD (0.00 + 43.31 + 0.00) = 43.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.99	0.00	-19.41	-1.27	0.00	0.00	0.00	43.31

Segment Leq : 43.31 dBA

Total Leq All Segments: 61.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.74
(NIGHT): 61.44

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.99	0.00	-5.64	0.00	0.00	0.00	0.00	56.34

Segment Leq : 56.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.50	0.00	-13.31	-1.46	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 57.00 + 0.00) = 57.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.66	-0.42	0.00	0.00	-14.41	57.00

Segment Leq : 57.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.89	2.89

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-11.33	-0.42	0.00	0.00	-14.47	53.10

Segment Leq : 53.10 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-4.96	0.00	0.00	0.00	0.00	49.23

Segment Leq : 49.23 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 41.33 + 0.00) = 41.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.07	0.00	-17.40	-1.34	0.00	0.00	0.00	41.33

Segment Leq : 41.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 56.40 + 0.00) = 56.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.24	-0.18	0.00	0.00	-13.92	56.40

Segment Leq : 56.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.19 ! 3.19

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-9.90	-0.18	0.00	0.00	-14.06	53.84

Segment Leq : 53.84 dBA

Total Leq All Segments: 58.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.22
(NIGHT): 58.90

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 86.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 92.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 56.37 + 0.00) = 56.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.64	0.00	0.00	0.00	0.00	56.37

Segment Leq : 56.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.86	0.00	-13.31	-1.46	0.00	0.00	0.00	53.10

Segment Leq : 53.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 57.09 + 0.00) = 57.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-7.73	-0.10	0.00	0.00	-15.94	57.09

Segment Leq : 57.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-8.60	-0.10	0.00	0.00	-16.05	53.50

Segment Leq : 53.50 dBA

Total Leq All Segments: 61.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-4.96	0.00	0.00	0.00	0.00	49.24

Segment Leq : 49.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.45	0.00	-17.40	-1.34	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-6.56	0.00	0.00	0.00	-15.37	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.81 ! 3.81

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-7.58	0.00	0.00	0.00	-15.59	53.74

Segment Leq : 53.74 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.38
(NIGHT): 58.09

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

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Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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* Refers to calculated road volumes based on the following input:

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24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

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Data for Segment # 7: 401SB Onramp (day/night)

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Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-19.04	-1.38	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 46.64 + 0.00) = 46.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-19.46	-1.39	0.00	0.00	0.00	46.64

Segment Leq : 46.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-13.88	-0.84	0.00	0.00	-9.82	57.95

Segment Leq : 57.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-14.48	-0.84	0.00	0.00	-9.86	54.13

Segment Leq : 54.13 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	0.00	0.00	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 35.99 + 0.00) = 35.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-16.72	-1.17	0.00	0.00	-12.10	35.99

Segment Leq : 35.99 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.75	1.75

ROAD (0.00 + 46.33 + 0.00) = 46.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-14.52	-1.13	0.00	0.00	-9.46	46.33

Segment Leq : 46.33 dBA

Total Leq All Segments: 61.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.89 + 0.00) = 34.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-18.07	-1.22	0.00	0.00	0.00	34.89

Segment Leq : 34.89 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.37 + 0.00) = 40.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-18.47	-1.23	0.00	0.00	0.00	40.37

Segment Leq : 40.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-13.04	-0.64	0.00	0.00	-9.41	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-13.59	-0.64	0.00	0.00	-9.49	54.27

Segment Leq : 54.27 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.00	1.00

ROAD (0.00 + 32.05 + 0.00) = 32.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-15.81	-1.00	0.00	0.00	-11.95	32.05

Segment Leq : 32.05 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 43.26 + 0.00) = 43.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-13.76	-0.95	0.00	0.00	-9.20	43.26

Segment Leq : 43.26 dBA

Total Leq All Segments: 59.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.99
(NIGHT): 59.31

Filename: s_gh5a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 158.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

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-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-19.04	-1.38	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-19.47	-1.39	0.00	0.00	0.00	47.00

Segment Leq : 47.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-13.99	-0.84	0.00	0.00	-9.83	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-14.58	-0.84	0.00	0.00	-9.87	52.96

Segment Leq : 52.96 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	0.00	0.00	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 36.15 + 0.00) = 36.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-16.72	-1.17	0.00	0.00	-12.10	36.15

Segment Leq : 36.15 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.75	1.75

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-14.52	-1.13	0.00	0.00	-9.46	47.53

Segment Leq : 47.53 dBA

Total Leq All Segments: 61.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.91 + 0.00) = 34.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-18.07	-1.22	0.00	0.00	0.00	34.91

Segment Leq : 34.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.76 + 0.00) = 40.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-18.47	-1.23	0.00	0.00	0.00	40.76

Segment Leq : 40.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-13.14	-0.64	0.00	0.00	-9.42	53.63

Segment Leq : 53.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-13.68	-0.64	0.00	0.00	-9.50	53.09

Segment Leq : 53.09 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.01	1.01

ROAD (0.00 + 32.26 + 0.00) = 32.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-15.80	-1.00	0.00	0.00	-11.93	32.26

Segment Leq : 32.26 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.70 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 44.47 + 0.00) = 44.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-13.76	-0.95	0.00	0.00	-9.20	44.47

Segment Leq : 44.47 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.24
(NIGHT): 57.53

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 59.57 0.00 -9.91 0.00 0.00 0.00 0.00 49.65
-----

```

Segment Leq : 49.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-10.23	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.48	2.48

ROAD (0.00 + 75.44 + 0.00) = 75.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-7.58	0.00	0.00	0.00	-4.54	70.90*
-90	90	0.00	83.02	0.00	-7.58	0.00	0.00	0.00	0.00	75.44

* Bright Zone !

Segment Leq : 75.44 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.27	2.27

ROAD (0.00 + 71.46 + 0.00) = 71.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-8.57	0.00	0.00	0.00	-4.86	66.59*
-90	90	0.00	80.03	0.00	-8.57	0.00	0.00	0.00	0.00	71.46

* Bright Zone !

Segment Leq : 71.46 dBA

Total Leq All Segments: 76.92 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.69 m

ROAD (0.00 + 42.59 + 0.00) = 42.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-9.82	0.00	0.00	0.00	0.00	42.59

Segment Leq : 42.59 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

ROAD (0.00 + 43.26 + 0.00) = 43.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-10.14	0.00	0.00	0.00	0.00	43.26

Segment Leq : 43.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.84	2.84

ROAD (0.00 + 71.99 + 0.00) = 71.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.43	0.00	0.00	0.00	-3.34	68.65*
-90	90	0.00	79.42	0.00	-7.43	0.00	0.00	0.00	0.00	71.99

* Bright Zone !

Segment Leq : 71.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.56	2.56

ROAD (0.00 + 68.09 + 0.00) = 68.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-8.45	0.00	0.00	0.00	-4.37	63.72*
-90	90	0.00	76.54	0.00	-8.45	0.00	0.00	0.00	0.00	68.09

* Bright Zone !

Segment Leq : 68.09 dBA

Total Leq All Segments: 73.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.92
(NIGHT): 73.48

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.00 / 174.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 168.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8186/517 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 185.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 187.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 129.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 127.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8531/1966 veh/TimePeriod *
Medium truck volume : 79/18 veh/TimePeriod *
Heavy truck volume : 40/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 81.27
  
```

Data for Segment # 5: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.00 / 200.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 205.00 / 197.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 0.82 ! 0.82
  
```

ROAD (0.00 + 29.37 + 0.00) = 29.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.39 59.93 0.00 -15.03 -0.95 0.00 0.00 -14.58 29.37
-----
  
```

Segment Leq : 29.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	0.69	!	0.69

ROAD (0.00 + 30.46 + 0.00) = 30.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	61.62	0.00	-15.42	-0.96	0.00	0.00	-14.78	30.46

Segment Leq : 30.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	3.12	!	3.12

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	83.02	0.00	-9.27	-0.10	0.00	0.00	-16.15	57.50

Segment Leq : 57.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 52.28 + 0.00) = 52.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.59	0.00	-9.96	-0.11	0.00	0.00	-16.25	52.28

Segment Leq : 52.28 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	0.98	!	0.98

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	62.92	0.00	-12.34	-0.23	0.00	0.00	-18.25	32.10

Segment Leq : 32.10 dBA

Total Leq All Segments: 58.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.69	!	1.50	!	0.90	!	0.90

ROAD (0.00 + 22.04 + 0.00) = 22.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	52.19	0.00	-14.73	-0.95	0.00	0.00	-14.47	22.04

Segment Leq : 22.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	0.69	!	0.69

ROAD (0.00 + 21.65 + 0.00) = 21.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	52.54	0.00	-15.17	-0.96	0.00	0.00	-14.77	21.65

Segment Leq : 21.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	3.18 !	3.18

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.42	0.00	-8.91	-0.10	0.00	0.00	-16.11	54.29

Segment Leq : 54.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 48.73 + 0.00) = 48.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	74.75	0.00	-9.69	-0.11	0.00	0.00	-16.23	48.73

Segment Leq : 48.73 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.82 ! 1.50 ! 0.98 ! 0.98

ROAD (0.00 + 28.89 + 0.00) = 28.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	59.53	0.00	-12.15	-0.23	0.00	0.00	-18.25	28.89

Segment Leq : 28.89 dBA

Total Leq All Segments: 55.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.66
(NIGHT): 55.37

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 144.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 25508/1724 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: 401SB onrmp (day/night)

Car traffic volume : 3097/692 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 7: 401SB onrmp (day/night)

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Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 156.00 / 147.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
    
```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-21.97	-1.46	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.71	0.00	-22.24	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	81.77	0.00	-15.90	-0.72	0.00	0.00	-12.06	53.10

Segment Leq : 53.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.27	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.28 78.59 0.00 -16.29 -0.72 0.00 0.00 -12.08 49.50

Segment Leq : 49.50 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.66 62.19 0.00 -16.31 -1.46 0.00 0.00 0.00 44.42

Segment Leq : 44.42 dBA

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Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 64.13 0.00 -4.96 0.00 0.00 0.00 0.00 59.17

Segment Leq : 59.17 dBA

Results segment # 7: 401SB onrmp (day)

Source height = 0.66 m

ROAD (0.00 + 37.34 + 0.00) = 37.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.68	0.00	-16.88	-1.46	0.00	0.00	0.00	37.34

Segment Leq : 37.34 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 29.81 + 0.00) = 29.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.19	0.00	-21.03	-1.34	0.00	0.00	0.00	29.81

Segment Leq : 29.81 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.95 + 0.00) = 28.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.66	0.00	-21.35	-1.35	0.00	0.00	0.00	28.95

Segment Leq : 28.95 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.59	2.59

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	78.19	0.00	-14.72	-0.50	0.00	0.00	-11.84	51.12

Segment Leq : 51.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.57	2.57

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-15.07	-0.50	0.00	0.00	-11.88	47.30

Segment Leq : 47.30 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-15.19	-1.34	0.00	0.00	0.00	42.22

Segment Leq : 42.22 dBA

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Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 53.22 + 0.00) = 53.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.44	0.00	-2.22	0.00	0.00	0.00	0.00	53.22

Segment Leq : 53.22 dBA

Results segment # 7: 401SB onrmp (night)

Source height = 0.62 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.09	0.00	-15.83	-1.35	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Total Leq All Segments: 56.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 56.18

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 25508/1724 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.67

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 39.49 + 0.00) = 39.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-22.69	-1.46	0.00	0.00	0.00	39.49

Segment Leq : 39.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-22.89	-1.46	0.00	0.00	0.00	41.17

Segment Leq : 41.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.45	2.45

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	81.77	0.00	-16.55	-0.72	0.00	0.00	-12.08	52.42

Segment Leq : 52.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-16.88	-0.72	0.00	0.00	-12.10	48.89

Segment Leq : 48.89 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.13	0.00	-6.70	-1.46	0.00	0.00	0.00	55.97

Segment Leq : 55.97 dBA

Total Leq All Segments: 58.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 32.05 + 0.00) = 32.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-21.84	-1.34	0.00	0.00	0.00	32.05

Segment Leq : 32.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-22.00	-1.34	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.55	2.55

ROAD (0.00 + 50.34 + 0.00) = 50.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	78.19	0.00	-15.44	-0.50	0.00	0.00	-11.90	50.34

Segment Leq : 50.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.53 !	2.53

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-15.74	-0.50	0.00	0.00	-11.93	46.58

Segment Leq : 46.58 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.44	0.00	-4.08	-1.35	0.00	0.00	0.00	50.00

Segment Leq : 50.00 dBA

Total Leq All Segments: 54.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.26
(NIGHT): 54.12

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 206.00 / 209.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 203.00 / 199.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 15514/1269 veh/TimePeriod *
Medium truck volume : 150/12 veh/TimePeriod *
Heavy truck volume : 74/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.34 + 0.00) = 41.34 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.66 63.63 0.00 -20.84 -1.46 0.00 0.00 0.00 41.34

Segment Leq : 41.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-21.10	-1.46	0.00	0.00	0.00	42.96

Segment Leq : 42.96 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	81.77	0.00	-15.48	-0.85	0.00	0.00	-10.17	55.27

Segment Leq : 55.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.59	0.00	-15.97	-0.85	0.00	0.00	-10.20	51.57

Segment Leq : 51.57 dBA

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Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.82	0.82

ROAD (0.00 + 30.34 + 0.00) = 30.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-17.09	-1.18	0.00	0.00	-12.48	30.34

Segment Leq : 30.34 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.83 m

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.54	0.00	-14.87	-1.46	0.00	0.00	0.00	49.22

Segment Leq : 49.22 dBA

Total Leq All Segments: 57.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 33.81 + 0.00) = 33.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-20.09	-1.34	0.00	0.00	0.00	33.81

Segment Leq : 33.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 36.62 + 0.00) = 36.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-20.30	-1.34	0.00	0.00	0.00	36.62

Segment Leq : 36.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.61	2.61

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	78.19	0.00	-14.52	-0.65	0.00	0.00	-9.86	53.16

Segment Leq : 53.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	74.75	0.00	-14.97	-0.65	0.00	0.00	-9.92	49.22

Segment Leq : 49.22 dBA

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Results segment # 5: 401SB offrmp (night)

Source height = 0.78 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.78 !          4.50 !          1.10 !          1.10

```

```

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   -90    90    0.41  57.68   0.00 -16.15  -1.00   0.00   0.00  -8.73  31.80
-----

```

Segment Leq : 31.80 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

```

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   -90    90    0.59  57.67   0.00 -14.48  -1.34   0.00   0.00   0.00  41.85
-----

```

Segment Leq : 41.85 dBA

Total Leq All Segments: 54.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.77
(NIGHT): 54.97

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 4463/785 veh/TimePeriod *
Medium truck volume : 28/5 veh/TimePeriod *
Heavy truck volume : 14/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 182.00 / 178.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB onramp (day/night)

```

-----
Car traffic volume : 1959/438 veh/TimePeriod *
Medium truck volume : 8/2 veh/TimePeriod *
Heavy truck volume : 4/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 2411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 6: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 103.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-12.76	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-17.91	-1.46	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.51	0.00	-10.81	-0.42	0.00	0.00	-14.42	55.85

Segment Leq : 55.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.78	2.78

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.16	0.00	-11.49	-0.43	0.00	0.00	-14.61	53.63

Segment Leq : 53.63 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.75 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.75	1.50	0.82	0.82

ROAD (0.00 + 28.24 + 0.00) = 28.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.71	0.00	-15.74	-1.07	0.00	0.00	-14.67	28.24

Segment Leq : 28.24 dBA

Results segment # 6: 401SB onramp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.82	0.82

ROAD (0.00 + 28.17 + 0.00) = 28.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.83	0.00	-11.90	-1.07	0.00	0.00	-14.69	28.17

Segment Leq : 28.17 dBA

Total Leq All Segments: 58.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-12.48	-1.34	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 36.64 + 0.00) = 36.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-17.29	-1.34	0.00	0.00	0.00	36.64

Segment Leq : 36.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.85	0.00	-10.07	-0.18	0.00	0.00	-14.09	53.50

Segment Leq : 53.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.97	2.97

ROAD (0.00 + 51.08 + 0.00) = 51.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.28	0.00	-10.69	-0.19	0.00	0.00	-14.32	51.08

Segment Leq : 51.08 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.71 !	4.50 !	1.12 !	1.12

ROAD (0.00 + 28.44 + 0.00) = 28.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	55.08	0.00	-14.86	-0.88	0.00	0.00	-10.89	28.44

Segment Leq : 28.44 dBA

Results segment # 6: 401SB onramp (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.69 !	4.50 !	0.92 !	0.92

ROAD (0.00 + 25.78 + 0.00) = 25.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	52.41	0.00	-11.33	-0.89	0.00	0.00	-14.41	25.78

Segment Leq : 25.78 dBA

Total Leq All Segments: 55.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.59
(NIGHT): 55.69

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.00 / 228.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 223.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15172/1060 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16240
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.47
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 28.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-17.33	-1.46	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-17.79	-1.46	0.00	0.00	0.00	43.32

Segment Leq : 43.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.98	-0.57	0.00	0.00	-13.33	54.76

Segment Leq : 54.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.56	2.56

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-14.49	-0.58	0.00	0.00	-13.50	51.60

Segment Leq : 51.60 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.80 + 0.00) = 54.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.95	0.00	-5.68	-1.46	0.00	0.00	0.00	54.80

Segment Leq : 54.80 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-16.25	-1.31	0.00	0.00	0.00	39.93

Segment Leq : 39.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-16.87	-1.34	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.82	-0.34	0.00	0.00	-13.09	52.67

Segment Leq : 52.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.70	!	2.70

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-13.31	-0.35	0.00	0.00	-13.28	49.34

Segment Leq : 49.34 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.32	0.00	-4.34	-1.35	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Total Leq All Segments: 55.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
(NIGHT): 55.37

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/574 veh/TimePeriod
Medium truck volume : 35/8 veh/TimePeriod
Heavy truck volume : 117/28 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/303 veh/TimePeriod
Medium truck volume : 74/5 veh/TimePeriod
Heavy truck volume : 37/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.00 / 198.00 m
Receiver height : 1.50 / 4.50 m

Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 7.00 m
 Barrier receiver distance : 209.00 / 188.00 m
 Source elevation : 0.00 m
 Receiver elevation : 7.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15172/1060 veh/TimePeriod *
 Medium truck volume : 5/0 veh/TimePeriod *
 Heavy truck volume : 3/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16240
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.03
 Heavy Truck % of Total Volume : 0.02
 Day (16 hrs) % of Total Volume : 93.47

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 131.00 / 128.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-16.36	-1.46	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-16.88	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.43	-0.57	0.00	0.00	-13.30	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.58	2.58

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-14.16	-0.58	0.00	0.00	-13.48	51.94

Segment Leq : 51.94 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.95	0.00	-9.41	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 58.63 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-14.41	-1.30	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-15.01	-1.31	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-11.87	-0.34	0.00	0.00	-12.97	53.75

Segment Leq : 53.75 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 4.50 ! 2.76 ! 2.76

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-12.62	-0.35	0.00	0.00	-13.21	50.10

Segment Leq : 50.10 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.32	0.00	-9.31	0.00	0.00	0.00	0.00	44.01

Segment Leq : 44.01 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.63
(NIGHT): 55.92

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2461/301 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.00 / 112.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 1.50 ! 2.34 ! 2.34
  
```

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.30 61.66 0.00 -5.68 -0.77 0.00 0.00 -13.96 41.25
-----
  
```

Segment Leq : 41.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.59 !	1.59

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.86	0.00	-7.02	-0.81	0.00	0.00	-15.05	39.98

Segment Leq : 39.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-9.84	-0.71	0.00	0.00	-11.36	60.72

Segment Leq : 60.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.77	2.77

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.99	-0.72	0.00	0.00	-11.68	56.77

Segment Leq : 56.77 dBA

Total Leq All Segments: 62.25 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	2.64	2.64

ROAD (0.00 + 35.63 + 0.00) = 35.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	55.10	0.00	-5.67	-0.57	0.00	0.00	-13.23	35.63

Segment Leq : 35.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.90 !	1.90

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.60	0.00	-6.84	-0.61	0.00	0.00	-14.42	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.28 !	3.28

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-9.32	-0.50	0.00	0.00	-10.70	58.41

Segment Leq : 58.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 4.50 ! 3.03 ! 3.03

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 76.28 0.00 -10.36 -0.50 0.00 0.00 -11.16 54.27
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 54.27 dBA

Total Leq All Segments: 59.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.25
(NIGHT): 59.85

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/301 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.00 / 217.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 228.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 41.10 + 0.00) = 41.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-19.09	-1.46	0.00	0.00	0.00	41.10

Segment Leq : 41.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.79 + 0.00) = 41.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-19.62	-1.46	0.00	0.00	0.00	41.79

Segment Leq : 41.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.30 !	3.30

ROAD (0.00 + 58.72 + 0.00) = 58.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-8.51	-0.26	0.00	0.00	-15.29	58.72

Segment Leq : 58.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	3.03 !	3.03

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-9.65	-0.27	0.00	0.00	-15.42	54.70

Segment Leq : 54.70 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 56.01 + 0.00) = 56.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.42	0.00	-8.96	-1.46	0.00	0.00	0.00	56.01

Segment Leq : 56.01 dBA

Total Leq All Segments: 61.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.10	0.00	-19.26	-1.46	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.37 + 0.00) = 33.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.60	0.00	-19.77	-1.46	0.00	0.00	0.00	33.37

Segment Leq : 33.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.25	0.00	-8.76	-0.26	0.00	0.00	-15.33	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	3.00 !	3.00

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	76.71	0.00	-9.85	-0.27	0.00	0.00	-15.44	51.14

Segment Leq : 51.14 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 47.34 + 0.00) = 47.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-9.62	-1.46	0.00	0.00	0.00	47.34

Segment Leq : 47.34 dBA

Total Leq All Segments: 56.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.66
(NIGHT): 56.97

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 272.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 284.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 126.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 146.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 136.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)

Receiver source distance : 121.00 / 118.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 118.00 / 115.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.85	0.00	-12.65	0.00	0.00	0.00	0.00	52.21

Segment Leq : 52.21 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.94	0.00	-12.83	0.00	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 58.21 + 0.00) = 58.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.01	0.00	-9.38	0.00	0.00	0.00	-14.42	58.21

Segment Leq : 58.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.79	2.79

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.04	0.00	-10.00	0.00	0.00	0.00	-14.59	55.45

Segment Leq : 55.45 dBA

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Results segment # 5: 401NB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.03	1.03

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.71	0.00	-9.07	0.00	0.00	0.00	-15.77	37.87

Segment Leq : 37.87 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-4.26	0.00	0.00	0.00	0.00	62.16

Segment Leq : 62.16 dBA

Total Leq All Segments: 64.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.39	0.00	-12.58	0.00	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-12.77	0.00	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.20	3.20

ROAD (0.00 + 54.42 + 0.00) = 54.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.70	0.00	-9.24	0.00	0.00	0.00	-14.05	54.42

Segment Leq : 54.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.01	3.01

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-9.88	0.00	0.00	0.00	-14.27	52.55

Segment Leq : 52.55 dBA

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Results segment # 5: 401NB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.89 !          4.50 !          1.11 !          1.11

```

ROAD (0.00 + 34.86 + 0.00) = 34.86 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    90    0.00  59.44   0.00  -8.96   0.00   0.00   0.00 -15.62  34.86
-----

```

Segment Leq : 34.86 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    90    0.00  58.42   0.00  -2.22   0.00   0.00   0.00   0.00  56.20
-----

```

Segment Leq : 56.20 dBA

Total Leq All Segments: 59.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.76
(NIGHT): 59.68

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 14661/1144 veh/TimePeriod *
Medium truck volume : 216/17 veh/TimePeriod *
Heavy truck volume : 108/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.76

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.50 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72
  
```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.00 / 60.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.43 ! 1.43
  
```

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.88 0.00 -11.58 0.00 0.00 0.00 -5.76 48.53
-----
  
```

Segment Leq : 48.53 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 60.63 + 0.00) = 60.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-5.80	0.00	0.00	0.00	0.00	60.63

Segment Leq : 60.63 dBA

Total Leq All Segments: 60.89 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.02	4.02

ROAD (0.00 + 46.12 + 0.00) = 46.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-11.64	0.00	0.00	0.00	-3.03	43.09*
-90	90	0.00	57.77	0.00	-11.64	0.00	0.00	0.00	0.00	46.12

* Bright Zone !

Segment Leq : 46.12 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-6.02	0.00	0.00	0.00	0.00	52.40

Segment Leq : 52.40 dBA

Total Leq All Segments: 53.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.89
(NIGHT): 53.32

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 14661/1144 veh/TimePeriod *
Medium truck volume : 216/17 veh/TimePeriod *
Heavy truck volume : 108/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.76

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

ROAD (0.00 + 57.60 + 0.00) = 57.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.88	0.00	-8.28	0.00	0.00	0.00	0.00	57.60

Segment Leq : 57.60 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 62.62 + 0.00) = 62.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-3.80	0.00	0.00	0.00	0.00	62.62

Segment Leq : 62.62 dBA

Total Leq All Segments: 63.81 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.91 m

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-8.41	0.00	0.00	0.00	0.00	49.36

Segment Leq : 49.36 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-4.15	0.00	0.00	0.00	0.00	54.27

Segment Leq : 54.27 dBA

Total Leq All Segments: 55.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.81
(NIGHT): 55.49

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 64.69 + 0.00) = 64.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.01	0.00	-14.90	-1.42	0.00	0.00	0.00	64.69

Segment Leq : 64.69 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.17 + 0.00) = 68.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-13.31	-1.41	0.00	0.00	0.00	68.17

Segment Leq : 68.17 dBA

Total Leq All Segments: 69.78 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 61.83 + 0.00) = 61.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.34	0.00	-14.25	-1.26	0.00	0.00	0.00	61.83

Segment Leq : 61.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.26	0.00	-12.78	-1.25	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 66.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.78
(NIGHT): 66.86

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

```

-----
Car traffic volume : 25021/1965 veh/TimePeriod *
Medium truck volume : 342/27 veh/TimePeriod *
Heavy truck volume : 171/13 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27539
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Talbot Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.85	0.00	-17.11	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 46.07 + 0.00) = 46.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.94	0.00	-17.42	-1.46	0.00	0.00	0.00	46.07

Segment Leq : 46.07 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 54.66 + 0.00) = 54.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.01	0.00	-24.93	-1.42	0.00	0.00	0.00	54.66

Segment Leq : 54.66 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 56.83 + 0.00) = 56.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-24.65	-1.41	0.00	0.00	0.00	56.83

Segment Leq : 56.83 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.90 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.21	0.00	-9.99	-1.46	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Total Leq All Segments: 62.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.39	0.00	-16.50	-1.33	0.00	0.00	0.00	39.56

Segment Leq : 39.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.28	0.00	-16.78	-1.33	0.00	0.00	0.00	38.17

Segment Leq : 38.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.34	0.00	-23.56	-1.26	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.26	0.00	-23.34	-1.25	0.00	0.00	0.00	54.67

Segment Leq : 54.67 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.90 m

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.15	0.00	-9.90	-1.33	0.00	0.00	0.00	51.92

Segment Leq : 51.92 dBA

Total Leq All Segments: 58.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.56
(NIGHT): 58.08

